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BIRTHS.

On the 2nd of January, at 31, Woodside Wimbledon, the wife of FREDERIC NGLEY SEATON, of Macao, of a daughter, (still born).
On the 2nd of February, at Kiukiang, the wife of A. G. BETHELL, I. M. Customs, of a daughter.
On the 9th of February, at Ningpo, the wife of PAUL STAVE, of a daughter.
Jan. 10th, at 35, Iverna-gardens, W., the wife (née MABEL GILES) of CLAUD LAWRENCE of a daughter.

MARRIAGES.

On the 21st of January, in H.B.M. Legation Chapel, Peking, by the Rev. F. L. Norris, M.A., Acting-Chaplain to H.B.M. Legation, JOHN WATSON, third son of Thomas William Richardson (Swatow, China), to JESSIE AUGUSTA, youngest daughter of Henry Thomas Otterwill of Felixstowe, Kent.

At the Holy Trinity Cathedral, Shanghai, on the 4th February, by the Rev. A. J. Walker, M.A., ALBERT EDWIN HOUSE, Lieutenant, Royal Navy, I.M.S. *Strius*, seventh son of the late Mr. L. W. House, of Alverstoke Parish, Hants, to ELLEN, second daughter of Mrs. H. S. Goodfellow, of Shanghai.

On the 7th inst., at All Saints, Tientsin, Captain ACCURTI, Imperial Austrian Navy, to DAISY, eldest daughter of the late Harold von Meyeren, of Tientsin.

DEATHS.

On 14th January, at Polruar, Cornwall, England, LILLIE, the wife of Captain T. Austin, s.s. *Wing Chai*, Hongkong. R. I. P. [261]

At the General Hospital, Shanghai, on the 4th February, ARTHUR DOUGLAS, of the Pingshang Collieries aged 47.

On the 4th inst., at the Isolation Hospital, Shanghai, MINNIE, relict of the late William Allen, many years pilot of s.s. *Pekin*.
At the Kiangsu Chemical Works, on 8th February, FREDERICK MANN, aged 47.

On the 8th of February, at Chinkiang, JAMES KIRKWOOD, 1st Engineer of the Revenue cutter *Chuenluo*, aged 57 years.

On the 9th ult., as the result of a carriage accident, HENRY AYLESBURY WALKER AYLESBURY, of "Leigh Court," Uffculme, Devon, and of the firm of Aylesbury and Garland, of 14th and Tappan, Malay States.

At the Shanghai General Hospital, on the 10th inst., C. A. Vogel, Captain of the Hamburg American Line.

At hospital, Shanghai, on the 13th inst., WILLIAM WALKER RODGER, engineer, aged 23 years, youngest son of Robert Rodger, Port Glasgow, Scotland.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, FEBRUARY 18, 1905

PLEA FOR PUBLIC SAFETY.

(11th February.)

The dastardly attack which was committed on a European resident in Hongkong in the vicinity of Happy Valley the other evening, again brings into prominence the necessity of improving the street illumination of the city, particularly in the outskirts. Those who for various reasons have been tempted to take a stroll in the direction of Happy Valley will know how badly lighted is that quarter of the town. Even in these enlightened days, when it is admitted on all hands that a sufficiency of street illumination affords the best protection against the thug, the robber, and the vulgar thief, Happy Valley continues in darkness as impalpable as the mists of the Sahara. And not only Happy Valley, but the major portion of Hongkong, or to be literally correct, Victoria, is in this condition of gloom intensified by a stray lamp here and there at night-time. For a considerable distance along Queen's Road East, especially within that section bounded on either side by the military and naval quarters, it is impossible to see a hand's breadth ahead, and the luckless pedestrian spends his time tripping and stumbling over the cobble and ditches which abound in that locality with the alternative of stepping into the road and being knocked over by every passing vehicle. It is true that electric arc lamps are planted in the middle of the thoroughfare, but they are so far apart, and so hidden by the foliage of the trees that they are little better than useless. Happy Valley is infinitely worse, however, for in this residential district there is practically no attempt at providing adequate illumination. Yet Happy Valley and the district around Morrison Hill are largely occupied by European residents, who are not always inclined to go to bed at sundown, or remain indoors after dark. It shows that there is something radically wrong somewhere when any gentleman in a rickshaw is liable to be the victim of an outrage, and is obliged unaided to beat off his assailants and secure his own safety. It may be argued that there is such a thing as collusion among coolies, and that such episodes as night attacks are comparatively rare in Hongkong. At the same time it must be recognised that such things are at least possible. And while the lack of proper lighting may have a great deal to do with such matters, there is the further question to be considered—where was the policeman? It is a trite, though paltry, remark to make that the policeman is always round the corner. As a matter of fact, however, it would be interesting to learn how many people who have passed along Morrison Hill Road near the witching hour of midnight, or even earlier, have been favoured with a glimpse of the guardian of the law. We do not impute dereliction of duty to the officer on that beat, but urge that the number of men employed on night duty in the outskirts might be usefully augmented to secure more efficient patrol. Returning to the first point, it is a known fact that bad news travels quickly, and although the born rascally coolie may not be able to read English he will quickly be apprised of the assault on a solitary European reported in yesterday's issue. What then is to prevent an organised gang to follow their natural bent towards crime by lying in wait for unsuspecting travellers and perpetrating an outrage which may not have so fortunate an ending? Everybody in the community is concerned in this matter, for it affects not only those who live in the Eastern District, but also those who have to climb the hills at night. Take, for instance, the case of a passenger by rickshaw or chair returning home from the theatre. Practically he is at the mercy of his puller or bearers, and half a dozen gangs of determined villains are capable of instituting a reign of terror. Perhaps this may seem somewhat exaggerated, but so long as the possibility exists, and before it has become an *fait accompli* steps should be taken to avert such a state of affairs. The truism of those in authority is not to punish crime after it has been committed, but to prevent it as far as human ability can do so. One of the best methods of attaining this object is to have all thoroughfares so lighted that the hoodlum and the miscreant can find no shelter for their wrongdoing in the darkness of by-ways and the Cimierian blackness of every other corner. The owners of private property, also, might be well advised if they allowed even a glimmer of light to appear so that the patrolman on his rounds could ferret out the nefariously-minded, the burglar and all the tribe of midnight marauders.

Although the question of alien immigration is not of vital importance to Hongkong, it closely affects the welfare of the Empire and of all those citizens who have worthily cast their lot with Britain. Lately, Protection has come to the front and there are many divided opinions on that subject; but the protection of Britain against the immigration of outcast aliens, who will not be owned by their own countries, and are useless to others, is not so much a political cry as a matter of personal defence. None said a word against the Huguenots who came to England, when France was blinded by a vertigo of sectarian passion, neither was

there any objection to the advent of the Flemish weavers in earlier days. It has been a proud boast of Englishmen that Britain was the asylum—of late years the only asylum—for the oppressed, the wanderer, and the political offender. But there are limits to generosity, and when it is realised that half the crime in England is committed by aliens—people who live on the proceeds of their nefarious practices and are of no account in their own country, to put it mildly—it must be admitted that some means should be taken to preserve the reputation of the British people. The unfortunate part of the whole thing is that under any law of exclusion or discrimination worthy members of society, who through no fault of their own have been compelled to enter the ranks of the undesirable, are bound to suffer. Yet when a judge of the High Court says that "it is a disgrace that such people should be allowed to land in this country and disturb the peace of its inhabitants" it must be evident that the time is fast approaching when a law, something after the fashion of the United States immigration law, must be passed. It was only the other day that the Earl of Selborne, speaking at Birmingham, asked how it was possible that any one could be found to support the dumping of pauper aliens which went on at present. He referred to the election in Mile-end and gave some startling figures. Out of a constituency whose population was between 60,000 and 70,000 the voters numbered only about 5,000. In other words, the greater part of the population consisted of aliens in every sense of the term. "Why should we be the only civilised country," said his Lordship, "that would accept the refuse of humanity without any examination?" Now, considering the importance of the question, the language of Lord Selborne was by no means too strong and the fact that it is not the intention of the Government or, indeed, of the thinking section of the British people, to shut the door in the face of the deserving immigrant, was more fully evidenced in the speech which was recently delivered by the Home Secretary at Deal. The Home Secretary who, as everybody knows, is the legal exponent of the Cabinet, said that while he was anxious not to exclude the *bona-fide* religious or political refugee, he did wish to prevent the immigration of vicious criminal paupers and diseased aliens. He followed up this statement with the remark that it was not right to allow people accustomed to a low standard of living to compete unfairly with our own people, nor was it right that foreigners should be allowed to come in who would eventually become a burden upon the rates and taxes. That appears to be the whole question in a nutshell. While every encouragement is offered to the immigrant who will apply himself to useful labour at ordinary rates, there is a decided objection to the foreigner who prefers to live in a den, sell himself to a sweeter, and beat down the price of labour till the honest man finds honesty a burden and turns to vice for a livelihood. It is satisfactory to know that the Government intend to introduce an Aliens' Immigration Bill this Session; but it will still better news to hear that it has passed through the Lords.

THE AUSTRALIAN MAIL SERVICE.

(15th February.)

The anomalous attitude, which has been adopted by the Australian government with regard to the over-sea mail service contracts, is likely soon to reach a crisis. When it was first indicated that one of the conditions under which the mail service subsidy would be renewed was that the vessels in which the mails were carried should be manned from quarter deck to stokehold by white labour, the P. and O. Company immediately stated that they would have nothing to do with a contract on these terms. The Orient Company appeared on the scene and it seemed for a time that they would fill the breach left vacant by the withdrawal of the P. and O. Company. But again the Australian Government destroyed their chances of securing an efficient service by a policy of niggardliness. Under the contracts which are now about to expire Australia pays of £72,000. The Federal Parliament, however, has laid down new conditions, under which the company would provide a faster service than before and have to carry the mails both ways for the Australian subsidy, for the Imperial Government may be expected to consider that it has done its share by contracting with the P. and O. Company for a fortnightly service. The Orient Company offered to fulfil the conditions, provided the subsidy was increased to £140,000; but that tender was rejected, so that to all intents and purposes Australians have no guarantee that their mails will be carried out of their country when the existing contracts expire. Australia is naturally isolated from the world's markets, but with this additional handicap it will be impossible for producers to compete on anything like a fair level with the traders of other countries. And how has this state of things come about? A Sydney contemporary supplies the answer: "Simply that the whim of a section of Federal politicians to try to compel steamers to employ all white labour on ocean voyages may be indulged." Unless some arrangement is arrived at shortly whereby Australia will be assured of regular mail communication with the mother country and other nations heavy material loss is bound to result. It is to be hoped that the sensible section of the community will realise in time the effect of their latest fad, and save the country from the dire effects which most certainly will ensue should the present policy be continued.

A QUESTION OF BALANCE SHEETS.

(16th February.)

In Hongkong, the land of balance-sheets and big dividends—at least in so far as the popular companies are concerned—the statement that even the best balance-sheet is an untrustworthy document will come as a shock to many people. The average balance-sheet, at the present day, is so carefully framed, and the various items on the account so clearly stated, that it would seem difficult, if not impossible, to conceal beneath a fair front something that would correspond to the canker in the heart. A leader-writer in the *Times*, however, acts the part of the skeleton at the feast. In dissecting the trade returns of Great Britain for 1904, the writer takes occasion to animadvert on the untrustworthiness of balance-sheets generally, and in the course of the article it is observed that "In these days of joint-stock companies it has probably fallen to the lot of most people to have to scan a balance-sheet with some care. Those who have tried to obtain from such a document any real knowledge of what lies concealed behind the figures have probably discovered how small is the trustworthy information they can extract. Many who have remained satisfied with the apparent message year after year have no doubt discovered by means of some catastrophe how far the figures have been from giving them any idea of the actual position of the company. Yet a balance-sheet gives considerably more information about the company's affairs than the bald totals of exports and imports can give concerning the results of a year's commerce." According to the trade returns for 1904, the imports into Great Britain showed an increase of £8,761,835, while the exports increased by £10,017,789. The re-exports of foreign and colonial merchandise increased by £748,354. In the face of these figures it would seem difficult for a statistician to show that all was not well with the body corporate, yet the writer of the article in question, in furtherance of the advocacy of Protection by the *Times*, seeks to throw cold water on the apparent prosperity of the nation. It must be allowed that the arguments adduced against absolute belief in the value of the returns as statistical documents are at least suggestive, if not weighty. The case of a manufacturer who shows total sales amounting to £50,000 for two consecutive years is considered. It is argued that in the first year he sold 10,000 tons at £9 a ton, whereas in the second year he sold 9,000 tons at £10 a ton. Although the results are identical, the turnover in the second year has decreased and the business is in a far less satisfactory condition than it was when the first balance-sheet was issued. The result of this writer's analysis is that the trade returns for 1904 are due to the enhancement of prices and not to the increased volume of trade. Going more deeply into the question, it is submitted that "had prices remained as in 1902 there would have been no increase in the figures for 1904," and it is held that whereas in 1902, the exports of Great Britain and Ireland amounted to £6, 15s. 6d. per head of population, in 1904 the exports only reached £6 12s. 5d. per head. The unsettling analyst argues further that herein lies the real reason for the scarcity of employment in Great Britain at the present time. (Of course, there is another side to the question, which the partisans of Free Trade may be allowed to bring forward, but the fact remains that balance-sheets and returns generally may not be exactly what they seem.)

DANGEROUS POSSIBILITIES.

(17th February.)

Most of us have followed with amusing interest the fantastic story recently unfolded in the columns of a Parisian journal and purporting to be a confidential report sent by Baron Kodama, Viceroy and Governor of Formosa, to the Japanese Premier, in the spring of 1902. It was a senseless and mischievous article written no doubt with a view of keeping alive that "Yellow Peril" bogey of which most of us have by this time grown so heartily tired that when a new "peril" is rumoured in connection with the Far East there are not many who gave ear to the counsels of those who speak from motives other than those which have led irresponsible persons into "yellow" journalism. At present much interest is being felt in England at the attitude adopted by some of the Powers towards the Chinese indemnity question. One writer asserts that the termination of the Russo-Japanese war, whenever it comes, is likely to inaugurate a period of peace in the China Seas few will be sanguine enough to predict. It is recognized that quite apart from the diplomatic combination which Russia evidently regards as her last resource in the event of a failure of her arms to recover her former position in North China, the immediate future of China herself south of the Great Wall bristles with dangerous possibilities arising out of the selfish aims which have been directed to the disintegration of the Chinese Empire. This has brought about a living spectre on the phantom stage in the Far East, and one which, under the name of the "White Peril," is being engineered by the many-headed hydra, the Russo-Chinese Bank. It is asserted in one of the London papers that this institution is the most mischievous and dangerous opposition to the Chinese proposals to facilitate the discharge of its obligations under the indemnity. It is declared that the bank is nothing less than the great weapon forged by Prince Uktonski to assimilate China *in toto*, an achievement which, by elevating Russia to the proud position of

the arbiter of Eastern and Central Asia, is to reduce automatically all the other Powers, but more especially England and Japan, to positions of secondary importance. There is, of course, more in this than at first sight is apparent, for we have seen that it is precisely by the careful pursuit of such actions that Russia has for so long been able to snatch advantage after advantage, successfully avoiding any step likely to stimulate vigorous opposition until each further piece of aggression was skillfully endowed with the aspect of right. We must clearly realise the danger with which our vast interests are threatened, we must give Japan's victorious rights in Manchuria our strong support, and must uphold any efforts on her part to effect the regeneration of China.

ANOTHER ASSASSINATION IN RUSSIA.

Although for the moment the spread of the reform movement throughout Russia may seem to have died away under the forces of Tsardom, which are still strong enough to keep down the unorganized strength of the Russian people, evidence is not wanting that those who are favouring a more liberal and popular administration are determined upon carrying forward the agitation for reform in the internal administration of the Russian Empire. It is gaining momentum daily, and the newly-appointed Minister of the Interior, acting against the most powerful influences, is supporting these popular reforms the promoters of which have declared it to be entirely divorced from any radical revolutionary propaganda. However, soon after the Zemstvo presidents planned to meet publicly the crisis came, and the world over saw that throughout the Tsar's dominions a reign of terror, intensified by political assassination, was about to commence. An attempt was made on the life of the Emperor, followed shortly afterwards by the murder of the assassination of a Grand Duke and the report that the Governor of Warsaw had been murdered. Russian subjects grew bolder and feared not to denounce the existing regime in the open streets of the capital, and there was every indication that the friends of representative institutions had the upper hand. The upholders of autocracy and bureaucracy, those comprised in the Grand Ducal cabal, were declared to be every bit as desperate and formidable as were the unplayable reactionists who killed in embryo the constitution devised and signed by the Tsar's grandfather. It seemed premature to credit Nicholas II. and his counsellors with any change in the administration of internal affairs. There are those among the populace, however, who believe that the Tsar and the bureaucracy will be influenced by assassinations to swerve from a line of policy deliberately pursued. This may have been the motive underlying the act of the two men who have murdered the Grand Duke Alexander and his governor-general of Moscow. Their view will find many supporters; but those who entertain the idea that the assassination of an uncle of the Tsar can have any effect in persuading the Russian Government to yield to the demand for liberal institutions will in all probability find that such an act will necessarily tend to postpone reform. To the intervention of the late Grand Duke was due the complete victory of the reactionary party towards the close of last year, when he officially raised objections to the resolutions adopted by the Moscow Town Council advocating freedom of the Press and meeting and popular control over the Government. This naturally aroused the indignation and anger of the populace, who declared their intention of striving by every means and expending every effort to achieve the realisation of a democratic and social organisation which shall free the oppressed Fatherland and put an end to such brutalities as had been perpetrated in the cruel butchery of the participants in the recent demonstrations. Rulers have a good right to ask whether the opponents who adopt such ways of attaining their ends, as these two mistimed assassins have done, should not be hunted down and suppressed without mercy. Sober and loyal supporters who realise the evils in the state and desire to amend them are discredited by the involuntary association of criminals. The menaced order is driven to be harder than before—even if it were inclined to make concessions. We have seen during the past few months that much calls for a change in Russia, but nothing needs it more than the horrible readiness of some among its people to make use of murder, and we fear that the result of this last example of ferocity will only be to render repression more harsh than it has been in the past.

PRETTY WEDDING AT THE UNION CHURCH.

A very pretty wedding was solemnised at the Union Church this morning, the contracting parties being Mr. Alan Stevenson, the popular assistant manager of the Dairy Farm, and Miss Mabel Clarke, a charming young Hampshire lady, who only arrived in the Colony yesterday direct from home. Over a hundred invitations to be present had been sent out, and the majority being accepted, there was a very good attendance both at the church and at the reception subsequently held at the Hongkong Hotel. Rev. C. H. Hickling officiated at the ceremony, and Mr. J. E. Walker acted as best man. The happy pair left in the afternoon amid showers of blessings and good wishes, for Macao, where the honeymoon is to be spent.

No dogs brought from Shanghai will be permitted to land in Hongkong for a period of six months from the 12th inst.

TELEGRAMS

"HONGKONG TELEGRAPH" SERVICE.

U. S. CONSUL-GENERAL GOODNOW EXONERATED.

[From Our Own Correspondent.]

Shanghai, 13th February, 2.30 p.m.

Telegraphic advices have been received here to-day from Washington to the effect that Mr. Goodnow, until recently Consul-General for the United States, at this port, has been completely exonerated from all charges preferred against him.

It is at the same time notified that Mr. Goodnow will leave the States for China about the end of March, and is expected to arrive in Shanghai to resume his duties at the Consulate-General in April next.

[Mr. Goodnow was appointed to the Shanghai Consulate-General when the late President McKinley first assumed office, having been a prominent Minnesota politician. Later, he has been in bad odour amongst a certain section of the American community in the Northern Port, who did not hesitate to bring charges of various kinds against him, and virtually accused him of malfeasance. Though his manners are somewhat unpolished, very few believed that the Washington verdict would be other than the above telegram sets forth.—Ed., H.K.T.]

RUSSIA IN REVOLT.

GRAND DUKE SERGIUS BLOWN TO PIECES.

[From Our Own Correspondent.]

London, 16th February, 5.40 p.m.

The Russian Grand Duke Sergius has been blown to pieces by a bomb thrown by two men in a cab, near the Kremlin at Moscow.

The assassins have been arrested.

"SPERBER" AND "NEUCHWANG" COLLISION.

GUNBOAT BADLY DAMAGED.

[From Our Own Correspondent.]

Shanghai, 17th February, 2.27 p.m.

On the 16th instant, a collision occurred between H. I. G. M.'s gunboat *Sperber* and the s.s. *Neuchwang*, off Woosung.

The German gunboat has since been docked and, on inspection, ascertained to be badly damaged.

As a result of the impact the *Neuchwang* exhibits a hole on the starboard.

[Private Telegram.]

SHANGHAI COMPANIES' DIVIDENDS.

17th inst.
Messrs. Benjamin, Kelly & Potts kindly advise us that they are informed from Shanghai by telegraph to-day that the following dividends have been declared in Shanghai:—

Shanghai Sumatra Tobacco Co., Ltd., final dividend Tls. 6, making Tls. 9 for the year.
Shanghai Gas Company, Ltd., final dividend Tls. 5, making Tls. 8½ for the year.
Maatschappij tot Mijn, Bosch- en Landbouwexploitatie in Langkat, Ltd., first interim dividend of Tls. 7½, account 1905.
The closing quotations are as follows:—
Firmans, Tls. 145 sa.
Hongkows, Tls. 140 b.
Shanghai Land, Tls. 113, ex div. sa.
Chinese Engineering, Tls. 7.50 b.
Sumatras, Tls. 75 b.
Langkats, Tls. 265 b.
Shanghai Gas, Tls. 110 b.

THE WAR.

RUSSIAN LOSSES.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:—

TOKIO, 14th February.
Marshal Oyama reports that up to the 10th inst., the Japanese buried about 2,000 Russian corpses in the direction of Heikoutai.

VOLUMINOUS official correspondence has been published at Calcutta on the subject of fixing a standard time for India and Burma. The initial letter from the Government of India last July invited the opinions of local bodies upon two proposals, which the Government of India is prepared to accept, namely: (1) For an Indian standard time for use upon all Indian railways and telegraphs in India, nine minutes in advance of Madras time; and (2) for Burma, a standard time for similar use in Burma, five minutes in advance of Rangoon time. These two proposed times are respectively exactly 5½ hours, and 6½ hours ahead of Greenwich time.

HONGKONG ICE COMPANY.

SHAREHOLDERS' MEETING.

The twenty-fourth ordinary meeting of shareholders in the above Company was held at the offices of the General Managers, Messrs. Jardine, Matheson and Company, to-day. Hon. Mr. W. J. Gresson occupied the chair, and there were present Messrs. W. Parlane (Manager), P. Gow (Secretary), D. Clark, W. Dixon, H. E. White, A. Rodger, F. Smyth, T. S. Forrest, A. Brooke Smith, W. A. C. Cruickshank, B. Layton, C. A. W. Day, C. Mooney, Ho Fook, Ho Kum Tong, and Lo Cheung Shiu.

The notice convening the meeting having been read.

The Chairman said:—Gentlemen, with your approval I propose to take the report and accounts as read. The receipts for ice, as compared with the year 1903, show a decrease of about \$7,800, the major part of which is traceable to the absence of Japanese steamers; on the other hand, I am pleased to say revenue received from cold storage exceeds that of 1903 by \$15,000, and from this branch of our business, the prospects of which appear to be satisfactory, we look for increased earnings in the future. Turning now to the other side of the account, under the heading of salaries, wages and general expenses there has been a saving of \$9,600. The new machine referred to at the last meeting was completed in July, and has since been working satisfactorily. In order to ensure our keeping pace with demand it has been necessary to order seven new ice boxes, and at no distant date it is hoped calls on our cold storage will necessitate the installation of the two rooms already built for that purpose. With this outlook to face, and also bearing in mind the possibility of opposition which is ever before them, your general managers have considered it prudent to appropriate a further sum of \$25,000 for provision for contingencies, and this will I trust commend itself to you. If any shareholder wishes to ask any question I will be pleased to answer them.

Mr. Dixon: I have very great pleasure in seconding the report. It shows a very successful year's working. We occupy an enviable position in having \$120,000 in the bank, a position which very few companies in the East can show. We have great trust in the Manager, Mr. Parlane, who is not only a competent engineer but a very shrewd business man as well. (Hear, hear.)

The motion was carried unanimously.

Mr. Smyth proposed the re-election of Mr. T. Arnold as auditor.

Mr. Rodger seconded, and the resolution was unanimously agreed to.

The Chairman said this concluded the business and dividend warrants would be ready to-morrow.

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

ANNUAL MEETING.

The seventy-seventh ordinary half-yearly meeting of shareholders of this Company was held at the offices of the Company, Bank Buildings, at noon, to-day, Hon. Mr. W. J. Gresson presiding. There were also present Messrs. T. Arnold (Secretary), N. A. Siebs, E. R. Fuhrmann, E. Goetz, A. Haupt, Hon. Mr. R. Sheehan, H. Schubart, F. Salinger, G. T. Veitch, J. R. Michael, J. Arnold, Captain W. E. Clarke, L. Berindogoue, T. S. Forrest and W. A. Cruickshank.

The Secretary having read the notice convening the meeting.

The Chairman said:—Gentlemen: With your permission, it will be convenient to take the report and accounts as read. Your directors regret that, in placing these accounts before you, they have to recommend a reduced dividend, but it must be remembered that for the two previous half-years the higher dividend was only maintained by the withdrawal of \$50,000 from the equalization of dividend fund and \$50,000 from the depreciation fund, and as, at present, there seems to be little prospect of any material improvement of earnings in the near future, your directors consider that it would be unwise to weaken the Company's position by drawing further on its reserves for the purpose of maintaining a dividend greatly in excess of actual earnings, a policy of which they trust that shareholders will approve. For the past three half-years the net earnings of our steamers have run pretty evenly at about \$65,000, while for the six previous half-years the average was \$165,000; in other words, each of the past three half-years shows a decrease of about \$100,000 on the six months' working. The causes of this heavy falling off of our profits were fully explained at our two previous meetings, and are so well known that it is needless to enlarge on the subject now, suffice it to say that while competition overburdens the trade with tonnage far in excess of its requirements low rates must of necessity prevail and profitable working cannot be looked for. The direct West River service, as you are aware, was resumed in the early part of last year, results have so far been somewhat disappointing, but with a new working arrangement, which has recently been entered into, better returns from this source may be expected in the current year. The assets shown in our balance sheet all stand at safe values and there does not appear to be anything under this heading which calls for special remark, so unless further information be desired, I will propose the adoption of the report and accounts as they stand.

No questions being asked.

The Chairman moved the adoption of the report and accounts.

Mr. J. R. Michael seconded, and it was unanimously agreed to.

Mr. J. R. Michael proposed, and Captain Clarke seconded, that the appointment of Mr. F. Salinger to a seat on the Directorate vice Mr. H. E. Tomkins, who is leaving the Colony, be confirmed.

The resolution was unanimously carried.

Mr. G. T. Veitch proposed the re-election of Messrs. A. O'D. Gourdin and W. E. Potts as auditors.

Mr. Berindogoue seconded, and the motion was carried.

The Chairman thanked the shareholders for their presence and said that dividend warrants would be ready to-morrow morning.

HONGKONG AND SHANGHAI BANKING CORPORATION.

USUAL YEARLY DOUBLED.

HALF-YEARLY MEETING.

The seventy-ninth ordinary half-yearly meeting of the shareholders was held at the City Hall at noon. Mr. A. J. Raymond presided and there were present:—Messrs. J. R. M. Smith (Chief Manager), H. E. Tomkins, Hon. Mr. W. J. Gresson, Hon. Mr. R. Sheehan, E. Goetz, H. Schubart, E. Shellin, N. A. Siebs, H. W. Slade, E. S. Wheeler (Directors), F. Salinger, T. Arnold, C. E. Anton, G. H. Medhurst, Hon. Mr. Gershom Stewart, Captain F. B. Goddard, G. B. Dodwell, H. M. Nemeze, T. F. Hough, A. Rodger, A. A. Roza, Ho Kom Tong, Ho Fook, S. J. Michael, S. H. Gubbay, W. H. Potts, C. W. May, G. H. Potts, J.

MacArthur, A. G. Wood, W. H. Gaskell, A. Forbes, D. D. Gardar, C. A. Tomes, H. N. Mody, E. S. Kadoorie, J. A. Chino, N. J. Stubb, P. C. H. Jotts, W. H. Wickham, S. Hancock, W. G. Pirie, H. C. Golla, W. A. Cruickshank, C. Gonsalves, E. Georg, Lo Cheung Shiu, J. MacLaren, J. M. S. Alves, and F. B. Marshall.

The Chief Manager having read the notice convening the meeting.

The Chairman said:—Gentlemen, I think you will all join with your directors in looking on the report that I have just read as a very satisfactory one. Besides the usual dividend of £1. 10/- per share, we propose paying a bonus of £1. 10/- per share. As we are also able to provide for the transfer of one million dollars to silver reserve fund and write two lacs of dollars off bank premises account, we feel justified in recommending the increase of the 10/- bonus, which you have been accustomed to receive since 1899, to £1. on this occasion. The higher rate of exchange on the 31st December, at which the dividend for this half year is declared, lessens the amount in dollars, but, on the other hand, the corresponding period last year, to an appreciable extent, our funds in the East were well employed during the six months and we had to deal with easier money in the home markets, other favourable circumstances also helped to swell the profits for the period under review, and for these reasons I would recommend you not to build your hopes on a continuation of the £1. bonus, but rather to consider the present as an exception. Under these circumstances we thought it only right that the staff should be admitted to a share in the Bank's prosperity; they have all worked well and the results shown give ample proof of this and speak eloquently as to the way in which your interests have been looked after, and in voting the members of the staff a well deserved bonus of 15 per cent. on their salaries, your Directors felt that they were only anticipating and giving effect to what would be your own wishes in this respect. I may mention that, as customary, full provision has been made for all bad and doubtful accounts and I trust the proposed distribution of profits will receive your approval. Comparing the various items in the balance sheet with the previous report, you will observe that as usual our note circulation is higher than in June last year, and at \$16,422,593 shows an increase of \$163,349 over the corresponding period in 1903. There is a falling off in silver current accounts of \$5,000,000 which may be chiefly put down to money being in strong demand towards the end of the year. Silver fixed deposits have increased \$2,000,000. Gold fixed deposits and current accounts show a total increase of close on \$2,000,000. This is largely accounted for by proceeds of loans temporarily deposited with our London office. Bills payable are lower by \$3,000,000. On the other side taking the amounts of cash, coin lodged with the Government of Hongkong against excess note issue, and bullion in hand and in transit, together, there is no appreciable difference in the total figures. Indian Government Rupee paper is practically the same, but Consols, Colonial and other securities stand at \$9,214,974.98 as against \$8,713,396.90. Sterling reserve fund investments remain unchanged. Bills discounted, loans and credits are about \$1,500,000 less, while Bills Receivable at \$1,500,000, 36.44 per cent. higher by fifteen mill on dollars, but this is chiefly due to the increased funds in London already referred to, which enabled our office there to carry a larger proportion of our Eastern remittances than usual and is reflected in the reduced amount of Bills discounted as noted in the margin of the report. The war continues to be a very disturbing element in the Far Eastern mercantile world, dislocating ordinary trade channels and making general business difficult and unsettled. I will not venture to forecast the end but for the sake of humanity, the happiness and well being of the people of two great nations, as well as in the interests of trade and commerce, it is earnestly to be hoped that the conflict will soon be terminated. When peace does come, I trust sincerely that the hopes which have been so confidently expressed of the permanent opening up to the trade of the world of these regions where the scene of the war is placed, will be fully realized, and that every nation will participate on equal terms in what will undoubtedly prove to be a large and important market for us all. A return of confidence must follow the restoration of peace, and with this should come a revival of trade, fresh developments and new enterprises in China a situation which this Bank from its position and resources out here is ready and able to take full advantage. I have now to refer to a matter which I am sure you will all be sorry to hear about, and that is the retirement of Sir Ewen Cameron, our senior manager in London. He has been stricken with a severe illness and was very anxious that the directors should accept his resignation. I need hardly say that it was only in deference to his own wishes that we acceded to his request, and we did so with great reluctance, deep regret and sincere sympathy for himself and family. Sir Ewen Cameron's name will have a prominent place in the history of the bank. He joined here in 1867, shortly after the bank was started, and he has had a very large share in raising it to its present position. His ability, tact and kindly disposition commanded success wherever he has served the bank. Many of you will remember him as manager in Shanghai where, as also in the north of China, he did so much to build up our business. I can look back myself 21 years in Shanghai and at that time there was no better known or more popular resident in the settlement than Mr. (as he then was) Ewen Cameron. A man of broad views and sound judgment, he took a prominent part in negotiating the early loans issued by the bank for the Imperial Chinese Government, and the friendly relations which were then established between that government and the bank, I am glad to say, exist to-day and I hope will always continue. Since he went to London he has also taken the leading part there in negotiating the various Chinese and Japanese Government loans which it has been the bank's good fortune to be so prominently associated with. His marvelous energy and whole hearted devotion to the general interests of the bank, and its shareholders are well known to you all but perhaps nowhere has he done better service than in the City of London, where he made many good and influential friends for the bank.

Mr. F. Salinger seconded and said:—I have much pleasure in seconding the adoption of the very satisfactory report and accounts which have been laid before us. The position attained by this institution, through the zeal and energy of all connected with it, is one of which we may feel proud. I am sure that all the shareholders will appreciate the £1 bonus, and, though the Chairman has remarked that we may not always be so fortunate, I am convinced that, under the present able management, we may look forward to the future with all confidence. I cannot help expressing the sincere regret which must be felt by all at the retirement of Sir Ewen Cameron, and more especially at the very sad reason for it.

The resolution was put to the meeting and carried with acclamation.

Mr. Arnold proposed the re-election of Messrs. H. E. Tomkins, A. J. Raymond and N. A. Siebs to the Directorate.

Mr. Anton seconded and the motion was agreed to.

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Mr. Medhurst proposed, and the Hon. Mr. Gershom Stewart seconded the re-election of Messrs. A. G. Wood and W. H. Gaskell as auditors, and this was also agreed to.

The meeting terminated with a vote of thanks to the Chairman who announced that the dividend warrants would be ready on Monday.

HEAVY CLAIM FOR BREACH OF CONTRACT.

At the Supreme Court this morning, before the Chief Justice (Sir Henry S. Berkeley) the Yan Cheong firm of yarn merchants, of Bonham Strand East, sued the Sam Yee Company, Limited, to recover \$11,991, being damages for breach of contract in respect of certain cotton yarn which defendants contracted to deliver but failed to do so.

Hon. Mr. E. H. Sharp, K.C. (instructed by Mr. John Hastings) appeared for the plaintiffs, and Mr. H. E. Pollock, K.C. (instructed by Messrs. Johnson, Stokes and Master) defended. The plaintiff firm, managing partner of the plaintiff firm, was called and spoke to making a number of contracts with the defendant company in December 1903, for the delivery of certain quantities of cotton yarn at various prices. It was the custom to take delivery within three months, but if no delivery was taken an extra charge of two cents a day was made. No actual time for taking delivery was inserted in the contracts, but it was the custom of the trade to take delivery within three Chinese months. If the seller could not supply the yarn the two cents of course was not payable. Under the first contract he got delivery of 167 bales, but could not get delivery of any further yarn under six other contracts. On the 13th December he made application for the delivery of 108 bales at \$109 a bale and tendered the price in full payment, but the defendants said they had no yarn to deliver. Subsequently he made repeated applications for yarn, and was met with the same reply "None to deliver." His firm was suffering heavy loss in consequence of the breach of contract, but they allowed things to go on until the 12th April of last year, when they made a demand for delivery of the yarn contracted for and tendered the price of it. Defendants said they had none, whereupon plaintiffs entered the present action against them. Prior to this the manager for the defendants invited him to a dinner at a Chinese restaurant at which were present others in a similar position to himself. When the defendant manager repeated that he had no yarn to deliver, witness said to him, "Well buy from the foreign firms," but he replied, "Wait a few days, I have some of my own coming." Witness produced his books, and a large number of documents showing the market value of a bale on dates when he applied for delivery. The final breach took place on the 16th April when yarn was quoted at \$120 a bale, and the defendants were notified that unless delivery was made of the 1,104 bales, being the undelivered balance of the amount they had contracted to supply, plaintiffs would be compelled to buy in open market, and debit the defendants with the difference between the contract and the then market prices. Defendants however failed to deliver, and wrote that the contracts were void through failure on the part of the plaintiffs to take delivery.

Witness was cross-examined at some length in regard to prices prevailing during December 1903.

The case was adjourned till to-morrow.

At the Supreme Court this morning, before the Chief Justice (Sir Henry S. Berkeley) the action brought by the Yan Cheong firm, yarn merchants of Bonham Strand East, against the Sam Yee, Limited, to recover \$11,991 damages for breach of contract, was continued.

Hon. Mr. E. H. Sharp, K.C. (instructed by Mr. John Hastings) appeared for the plaintiffs, and Mr. H. E. Pollock, K.C. (instructed by Messrs. Johnson, Stokes and Master) defended. The managing partner of the plaintiff firm was further cross-examined, and taken over practically every item in a very prolix statement of particulars. He had contracts with other dealers besides the defendants to supply him with yarn. Because he could not get yarn from defendants he had to buy extensively from other firms.

The accountant of the plaintiff firm gave evidence as to the failure to deliver the yarn. Cross-examined he said his salary was \$70 a month and odds and ends (Laughter). Asked to explain "odds and ends" he said he got the hoops off the bales, and other perquisites, whilst in common with all the employees, he received a small percentage on the profits of the business. Witness, asked as to a certain account, said he could not remember the circumstances as to this, he said "well it was the year before last." The witness spoke as to the necessity for taking yarn from other firms, through defendants being unable to deliver. It was the custom to give twenty-four hours' grace on time delivery. The Sam Yee firm put people off continually, other firms very rarely. The case was further adjourned.

JUDGMENT FOR PLAINTIFFS.

At the Supreme Court this morning, before the Chief Justice (Sir Henry S. Berkeley) presiding, the hearing of the action in which the Yan Cheong firm of yarn merchants of Bonham Strand East sued the Sam Yee Limited to recover \$11,991 damages for breach of contract, was continued.

Hon. Mr. E. H. Sharp, K.C. (instructed by Mr. John Hastings) appeared for the plaintiffs, and Mr. H. E. Pollock, K.C. (instructed by Messrs. Johnson, Stokes and Master) defended.

A co-plaintiff in the employment of the plaintiffs was called, and spoke to being sent with delivery orders for yarn by plaintiffs to defendants. Sometimes he got yarn, but generally they were unable to fill the order. This occurred on many occasions.

By Mr. Pollock: He had never received an order from the plaintiffs on Sam Yee, and then plaintiffs take it back again and say they did not want the stuff. He had been eight or ten times to the defendants and met with the answer that they had no yarn to deliver.

Kwong Kum Hing, a clerk in the employ of Mr. John Hastings, spoke to accompanying the plaintiff accountant to the defendants' premises and making a formal demand for the delivery of the yarn the day after legal proceedings were instituted. The man who was in evident charge said he could not give any yarn. The accountant tendered the price of the yarn some thirty odd thousand dollars in cash. Defendants wanted to give him an order on another firm, but he refused and told them he wanted godown cargo, and nothing else.

Mr. Sharp said that this concluded the evidence, and as that evidence was almost identical with other actions pending between the parties, he would ask that it be taken as read when those actions came on.

Mr. Pollock agreed so far as the action was concerned, and His Lordship granted the application.

For the defence, Mr. Pollock said that after carefully weighing the evidence given, he frankly admitted that the case was a very strong one, and he had decided not to call the evidence he had intended to call, inasmuch as it would not in any way affect the issue. He would, however, address His Lordship on the

point of law, and in the first place would say that the plaintiff could not sue for damages which had not actually suffered,—that was, they could not recover damages, as damages, other than they had sustained. He admitted that the plaintiffs were entitled to recover in so far as about five hundred bales were concerned which they had been obliged to buy in the market at a higher rate than the defendants contracted to deliver. But they could not come there and ask to be given what really amounted to a present. This was the chief point in his defence. Counsel then referred to various decided cases.

After Mr. Sharp had replied briefly for the plaintiffs.

His Lordship said there must be judgment for plaintiffs for the full amount claimed, and costs. He thought the fixing of \$120 as the average price per bale of yarn purchased by plaintiffs in the market in consequence of the failure of defendants to supply at the price agreed upon must stand. There was no necessity for any reference to the Registrar, because all the evidence that could possibly be given before the Registrar, had already been given in Court.

THE STERLING DRAFT CASE.

JUDGMENT FOR PLAINTIFFS.

At the Civil Summary Court this afternoon, His Honour the Puisne Judge (Mr. T. Sercombe Smith) gave judgment in the action brought by the Deutsche-Asiatische Bank, against a native Hong, known as the Wing Shing Hing Bank, doing business at 102, Wing Lok Street.

Mr. H. E. Pollock, K.C. (instructed by Messrs. Johnson, Stokes and Master) appeared for the plaintiffs, and Mr. H. E. Ferrers (instructed by Mr. P. W. Goldring) for the defendants.

Plaintiffs alleged that they had suffered damage by reason of the breach by the defendants of a contract dated the 4th October, 1904, and made between the plaintiffs and the defendants whereby the last-named agreed to purchase from the plaintiffs a sterling draft on London, payable on demand, for the sum of £400 sterling, at exchange 1/94, and which said contract was to be completed on the 30th November, 1904. The defendants failed to complete their purchase on due date, and the plaintiffs had accordingly suffered damages to the extent of \$785.84 by such breach. The sale of the draft on October 4th at 1/94 amounted to \$21,942.85, and the cost on the 30th November at 1/10 11/16 amounted to \$21,157.02, hence the sum claimed.

In giving judgment for the plaintiffs with costs, His Honour said that the books of the defendant Bank appeared to have been kept properly. The fact of the absence of any reference in them to the present transaction, extended no further to the facts of the case, than this, viz: that the defendants had no knowledge that Li Yuk Chu had negotiated the contract now sued upon. This however could not affect the defendants' liability. He also certified for Counsel's immediate execution.

Mr. Pollock applied for immediate execution. The case had been very strenuously contested, and two of the parties on the other side had admitted that they were partners.

His Honour refused the application, until after the expiration of the ordinary seven days.

THE CRIMINAL SESSIONS.

The Chief Justice (Sir Henry S. Berkeley) took his seat at ten o'clock this morning, and opened the business of the February Sessions.

THE HOLLYWOOD ROAD FIRE. LIFE SENTENCES.

Chang Chung and Tang Hop were charged with arson, by setting fire to a dwelling house, persons being therein, at 168 Hollywood Road, on the 12th January.

Prisoners both pleaded not guilty.

The following were sworn jurors:—Messrs. W. S. Brown, (foreman), E. O. Wilks, E. Thomas, E. Smith, Philip Plage, J. McCorqudale, and F. Kiene.

The Hon. Attorney-General (Mr. E. H. Sharp, K.C.) in outlining the case, said there were a number of people sleeping at the time in the house in question some of whom unfortunately died as the result of the fire which the accused were charged with igniting. The prisoners were the cook and coole employed on the ground floor where the fire broke out. Shortly after two o'clock on the morning of the 12th January, a Chinese police sergeant on duty was passing the house in a chair when he saw the first prisoner standing outside the house looking into the shop and calling "Fire" at the top of his voice. The sergeant got out of the chair and looked into the shop, but could see no sign of fire. The sergeant arrested him, and also the second man, who then ran out of the shop. Immediately afterwards fire suddenly broke out and spread with terrible rapidity, there being now a very strong smell of kerosene coming from the shop. The sergeant said to the first prisoner "This is your doing," to which he replied "I could not help it, my master ordered me to do it." He afterwards said his master had gone to Canton. These premises, Counsel said, were an absolute death-trap. It seemed that the houses in Hollywood Road, and Square Street, stood back to back, but the level of Square Street was very much above the level of Hollywood Road, and the only means of escape from three stories of the houses in Square Street was through the houses in Hollywood Road. The reason for the crime was the usual reason—to defraud the insurance company, the premises having only recently been insured for \$1,500, and it was in evidence that an attempt was made to insure it for more.

A number of witnesses were called, all of whom spoke to perceiving a very strong smell of kerosene coming from the building. The fire spread with remarkable rapidity. When the prisoners were taken to the police station, they denied all knowledge of the fire.

A police constable who assisted to extinguish the fire spoke to finding inside the shop kerosene tins, and a broken lamp, and a fire chaffin in the centre of the room.

Inspector Gourlay was called and spoke to the recovery of a number of bodies.

Prisoners both alleged that they were asleep at the time. The first one said he was awakened by the smell of the fire, and the second by the prisoner calling out "Fire."

His Lordship, in summing up, said that to deliberately set fire to a house wherein people were sleeping, was the most heinous offence with which any man could be charged. The consequences of the fire in this case had been terrible in the extreme, ten persons having been burned to death. One man had only time to snatch up his infant son, run on to the third floor, and with the assistance of others, broke down a partition, and got into the next house. This man was apparently unable to save his wife and two daughters, whose dead bodies were subsequently found on the ground floor, having fallen through from the room they occupied above. His Lordship pointed out that the shop was heavily insured, and yet on examination after the fire, not a vestige of stock or furniture could be found.

The jury after retiring to consider their verdict found both prisoners guilty.

His Lordship, in passing sentence, said: You have been found guilty on the clearest

possible evidence of the atrocious crime of setting fire to a house in which you knew people were sleeping regardless of the consequences that might ensue, and merely for the purpose of getting some few dollars from your master. The result of your wicked deed has been that no less than ten persons, men, women and children lost their lives on that night. Were you to pay the penalty with your own lives, in my opinion the punishment would not be too severe. I have not the power to pass sentence of death upon you for this offence, but however the law allows me to give you a very terrible punishment, and I propose to do so. You are sentenced to imprisonment with hard labour for the term of your natural lives.

A CHINESE CLUB.

RAIDED BY EUROPEANS.

It is not often the citizens of this Colony are startled by such strange occurrences as that reported to the police last night, when a Chinaman, member of a Chinese club in Jervois Street, called at the Central Police Station, and reported that four Europeans, whose names he did not know, had called at the club, and after holding up the members, raided the club. One of them, at least, it was stated, had a revolver, with which he threatened the members of the club and which he also used to rap one man over the fingers, who tried to resist their attempts to enter the room. The men managed to secure \$30, and it is alleged that they made off with this sum, and on that the report was made. The matter was taken in hand and detectives placed on the case, Inspector of Detectives Mursion investigating the affair, and finally arresting two men named Brown and Burke on suspicion of being concerned in the armed robbery. It is believed that the four men had eaten in the evening, been gambling in the club, and thus in the various games, found they had lost all their money, and so, later, returned and raided the Club, with the view of regaining by that means what they had lost in the games of chance. The arrests of the other two men alleged to be implicated in the affair are expected to be effected shortly, when they will be given a hearing before one of their Worthships at the Magistracy. It is understood that the men arrested are unemployed.

The other two were subsequently arrested, charged and remanded.

17th inst.

The case in which the four Europeans were charged with raiding a Chinese Club in Jervois Street, and stealing therefrom \$30, under circumstances already recorded in these columns, was called on again before Mr. H. J. Gompertz, at the Magistracy this morning.

Frank Cooper, recalled, said he identified the revolver produced, as the one he lent to Burke. The cartridges were similar to those witness had in his possession, and may have been in the revolver when he lent it to Burke. In answer to a question from the fourth defendant, witness said there were no cartridges in the revolver when he lent it to the fourth defendant. He had three different kinds of cartridges. Those produced were of copper, but he thought he had some brass ones.

Police Constable Winter deposed that he was on duty in Queen's Road Central, near Jervois Street on the night of the 14th inst. In consequence of information received he went to the Chinese Club in Jervois Street, and while going in that direction he met the third defendant at the bottom of the stairs. He told witness some friends of his had been gambling up-stairs. One of them has lost \$50, and finding the Chinese had been using loaded dice there had been a bit of a squabble. Witness asked the third defendant if his friends were still upstairs and he said they were. He told him to accompany witness upstairs to search for them, and he did so, going first to the servants' quarters on the second floor. The Chinamen there would not give witness any information. The third defendant then went up with the witness to the third floor, and finding no one, he went on the roof and looked over, but still seeing no Europeans he searched the whole house, without finding them. If anyone had gone out while he was searching the house they would have had to pass an Indian Constable and a Chinese looking on. Witness returned to the second floor, and found in a room there a box containing chips used for gambling purposes, and also some dice. The doors leading from the room to the verandah were closed. On opening one of these doors witness found an elderly Chinaman, but he could not make him understand anything he said to him. He met Mr. Cheong Lee and seeing him go into the same house he thought this was a good opportunity for getting an explanation of the case, knowing he was formerly a police interpreter. When witness went upstairs Cheong Lee was in conversation with the elderly Chinaman. The old man told Cheong Lee that he had been robbed. Witness learned that they knew one man in particular who was employed by them to teach them the art of self defence. Witness went to Hung Lee (club in Hollywood Road, to look for him but could not meet him. He then returned to Jervois Street, and while he was there the fourth defendant walked in, and said he had been robbed himself by people when he thought, were Chinamen. They were Europeans, he said, but he did not know any of them. He turned round and asked witness if he thought he had anything to do with the affair. Witness said he had no doubts, and asked the fourth defendant to accompany him to the station, with the old Chinaman.

In answer to the third defendant, witness said there were about five to six cent pieces on the table with the gambling paraphernalia. Witness surmised that there had been some gambling and that the Chinese had made it worth the while of the Europeans to go away, so that there would be no trouble. In witness's opinion the other defendants had left before he got there. The Chinese in the house were all afraid, and told Cheong Lee so in witness's presence. He told them not to be afraid and then got the story one of them. There was nothing to indicate that any alarm had been given. The Europeans had certainly left before he got there.

They were subsequently committed for trial.

THE SOLDIER'S FATAL FALL.

17th inst.

The Coroner (Mr. H. H. J. Gompertz) held an inquiry this afternoon at the Magistracy into the cause of the death of Private Frederick Hick of the Royal West Kent Regiment, who lost his life on the 13th inst. through a fall from a verandah on the second storey at Murray Barracks.

The following jury was impanelled: Messrs. John W. Stewart (Foreman), A. Griffin, and C. F. Grey.

James Cook, private in the 2nd Battalion, Royal West Kent, said he was on sentry duty on the 7th inst. at Murray Barracks. Deceased entered by the Western Gate between eleven and twelve o'clock, at night, with Private Taylor. He could not say whether deceased was sober when he entered. The following

morning, while walking up a lawn on sentry duty, he heard a noise like nothing upsetting, and on looking to see what was the matter, he saw a figure falling. It caught on the telephone wire, and thence fell

OUR RATTAN INDUSTRY.

INTRODUCTION OF LINEN FIBRE.

VISIT TO HARRIS-KEENEY COMPANY'S WORKS.

Rattan work is one of the recognised industries of the East. On every hand the craftsman's handiwork is in evidence, yet comparatively few people in Hongkong are likely to take the trouble to ferret out the methods adopted in manufacturing this rattan furniture which appears in every house, from the richest to the poorest. It is doubtful, indeed, if the majority of people have any idea whence the rattan comes. At various places, the cane may be seen standing outside Chinese houses, ready apparently to be converted into the long chairs which are the chief cause of lounging here as elsewhere—a hundred and one nick-nacks, from a lady's workbasket to a baby's cot. Hongkong, however, is one of the important centres of the rattan industry, and the chief factory for the manufacture of all sorts of rattan furniture is that known as the Harris-Keene Company's Glass and Rattan Factory, situated on the Shaukiwan Road. A representative of the *Hongkong Telegraph* visited the establishment the other day with the object of gaining some insight into the working of the factory, and the processes employed whereby the willow wands are bent and twisted into all manner of shapes.

AMERICAN ENTERPRISE.

The Harris-Keene Company is an American concern, in the sense that the two partners are Seattle men. And the story how they came to set up business in Hongkong is an interesting one. Mr. Thomas P. Keene had long held the idea that there was a bright future for the rattan industry, if only a couple of energetic men took it in hand. He looked at the rattan chairs produced by Chinese labour, as they appeared when landed in San Francisco or Seattle, and he saw that they were of the roughest description. It is possible, he said to himself, to get these people to do things right, so he came to Hongkong in 1902 and remained in the Colony for six weeks. In that short period he had learned all the ins and outs of the rattan trade; he recognised its possibilities and saw that the business then being done could be doubled and trebled in a very short time if only intelligent men, and men of ideas, were at the head of affairs. When he returned to America he had too rattan chairs in the vessel's hold, chairs which had been made to his own designs and under his own supervision. The chairs caught the popular fancy and went off like hot cakes. To make a long story short, the enterprising Westerner joined partnership with Mr. Emmet Harris and the Harris-Keene Company was the result. The Company has now been at work nearly two years and the belief of the partners in the ultimate success of their business has been more than verified.

WORLD-WIDE CONNECTIONS.

At the present time the Company are shipping every kind of rattan work to all parts of the world. The stores are filled with big chairs for Durban, South Africa; for San Francisco and Manila. They have contracts to supply goods all over South Africa, sending so many a month; they are shipping regularly to Copenhagen, Berlin, to Australia where the Company have a special agent, New Zealand, India, and the Philippine Islands. Curiously enough, New York and London are the only two great centres which the Company have failed to invest in their ramifications. With regard to New York, the Company have been trying in every way possible to reach that market, but so far without success, and why?

TARIFF AND TRANSPORTATION.

Simply on account of the prohibitive tariff and heavy transportation expenses. But now that the Great Northern Steamship Company have commenced running cargo boats across the Pacific, it is believed that freight charges will come down with a rush, and the New York market will come within the bounds of the Company's business. If they cannot get to New York by the Pacific then the Suez Canal route must be tried, for as Mr. Keene said: "Our big business is to be in New York, and we must and will get there." The *Minnesota*, one of the Hill boats, is on the way to Hongkong from the western coast of America and it will then be seen whether the freight charges are to be reduced. As to London, the Company are now in negotiation with a big firm there and it is expected that should these negotiations reach a satisfactory issue, a large business will result.

AT CHICAGO EXHIBITION.

Every year, two furniture exhibitions are held in Chicago, and at the exhibition which is now opened, the Harris-Keene Company have a floor space of 900 square feet. An assortment of the various rattan chairs, settees, and fancy articles in cane, grass and raw linen, which the firm are prepared to place on the market, is on view, and from all accounts the exhibit should lead to increased and widely extended demands. When it is remembered that at these exhibitions all the chief furniture manufacturers of America and Europe have stands, the position occupied by the Harris-Keene Company will be better understood, although anyone paying a casual visit to the factory at Shaukiwan will readily realise that the Company would occupy a leading place in any competition, where beauty of design, skilful workmanship, sound materials, and careful selection were required and appreciated.

EASTERN RATTANS.

Rattan is indigenous to Java, Sumatra, Borneo, the Philippines and some parts of China, but there is only one sort of rattan that is considered of any value and it comes from Java, Sumatra and Borneo. The rattan from the Philippines is of poor quality and unsuited for factory purposes. It is true that a species of rattan which is particularly suitable for making into walking-sticks is found in the newest American colony, but that is about all that can be said about it. At least, there are no signs that a high-class rattan is to be got there. Even if it were, the Philippines are said to be so lazy that they would not take the trouble to prepare it for the market, and that they would establish factories to deal with it on the spot is out of the question altogether. The rattan found in China grows mostly in the southern districts, but it also is of inferior quality.

JAVA RATTAN.

Java sends more rattan to Hongkong than Sumatra and Borneo put together. It is a firm, plastic and reliable cane, which can be worked up into any design. Borneo rattan is coming to the front also, but it will take a pretty long time before Borneo becomes anything like a serious rival to Java. The rattan from the Dutch colonies goes in the first instance to Singapore, which is the distributing centre. The rattan is a clinging plant, and it grows to an immense length. "You will scarcely believe it," remarked Mr. Keene, "but I have seen rattan 300 and 400 yards long." At which we expressed astonishment.

CHINESE RATTAN DEALERS.

The rattan used by the Harris-Keene Company are obtained from the Chinese dealers at Wanchai and West Point. When the rattan

arrives at Hongkong it is practically in the raw state. All sizes and lengths are jumbled together. The Chinese dealers select. Although he has been at the business for years, the Chinese trader clings to the antiquated methods of his forefathers, with the result that the sizing is done by the crudest methods. The rattan is pulled through steel plates in which holes have been bored and it is sized. Then it goes to the factory where it is again carefully sized, and the best pieces put on one side. So much for the rattan.

RAW LINEN FIBRE.

But since Mr. Harris came to Hongkong he has discovered a material which rivals, if it does not surpass, the ordinary rattan, and that is raw linen fibre. The fibre comes from the interior of China and is a good deal more expensive than rattan, but the beautiful results which are obtained from its use in the construction of chairs, and the better class of work, amply compensate for the extra cost. The raw linen fibre comes in the form of ropes no thicker than a piece of ordinary twine, and its durability is beyond question. More than that, it takes on such a beautiful gloss, and is so easily coloured for decorative purposes, that its use is a distinct gain to the realm of art furniture. What is the difference, it may be asked, between the linen fibre and rattan? Briefly it is this, that whereas ordinary rattan lends itself to only a few designs, the linen fibre can be worked into all sorts of picturesque patterns, on account of its extreme pliability.

A COMPARISON.

It has to be observed that the articles turned out at the Shaukiwan factory are rather more expensive than those sold by the Chinese dealer. And it may be asked; why should this be so? Take the long chair for example, which we all know and appreciate. The Chinese chair rests, as a rule, on eight legs, the number which is of the same length. If the chair is wobbly, it is hardly to be wondered at. The braces are of bamboo, which is not the best material for distributing the strain. As a result, the braces lose their grip. The rattan strands give way and begin to unfurl, and finally the chair collapses. On the other hand, the long chairs made by the Harris-Keene Company, rest on four legs, placed at the top and bottom, and the frames are of Malacca cane. The braces are strongly made, and reinforced by side braces which distribute the strain evenly all over the chair, so that when the chair is finished it is as safe and firm as a rock, although it still retains its elasticity and comfort.

CUSTOMER AND DEALER.

"The finish on one of our chairs," said Mr. Keene, "costs more money than the native chair when it is completed." He tells a story about a purchaser who wanted a chair even before it was in what he calls its "finished state." Truth to tell the average purchaser might well think that the chair, even before it has been sanded and shellacked, and polished, and what not, was thoroughly well finished. At any rate this customer thought so. "I said to the purchaser," Mr. Keene remarked, "you can have the chair as it is if you like but I tell you it won't last 50 per cent. as long as a chair which is in its finished state." The purchaser was not to be denied, and the chair was given up. What the ultimate fate of that chair was it would be interesting to hear.

DESIGNING THE CHAIRS.

When a chair has to be made, the design is first drawn by Mr. Keene who is what might be termed the business manager of the firm. The measurements are then prepared, and these are sent to the frame maker who is coached by Mr. Keene in the requirements. The Chinese workman, who, of course, is a walking encyclopedia, says he understands the idea right down to the ground, but occasionally it happens that as a frame maker he is a little bit off the base, so Mr. Keene sets him right. The frame, then, is made, but it only serves as a model for other chairs of similar design. When the second frame is ready it goes to the weaver, who is equally certain that he knows all that is wanted. And he does as a rule, but we are all liable to make mistakes and the weaver is no exception to the general rule. When this second frame has been under the weaver's hands and is certified to be up to the requirements, it becomes a model for the weaver and remains in stock. So that it is not until the third frame is made and has passed through the hands of the weaver that it is on anything like a fair way to completion.

AT SHAUKIWAN.

The buildings of the Company at Shaukiwan are very extensive, but they have one fault. There are so many partition walls and staircases that a great deal of space is lost. The question has been under the consideration of the Company as to whether anything should be done to secure more accommodation, but nothing has yet been decided upon. There are two storeys above the ground floor and each is packed to its utmost capacity. When it is stated that the average number of men at work is 200, and the usual stock kept on the premises is something like 5,000 articles, some idea of the extent of the business done by the Company may be gained. And orders are flowing in so fast that it takes the Company all they can do to keep up with the demand. The character of the work is such that the best employees have to be paid in many of the counties served by the Company before their goods can be landed, they are able to meet these charges and yet compete with local firms which are protected by tariff regulations.

SKELETON WORK.

In the frame making department, the skeleton chairs are built. The Malacca cane used in the frame is a great advance on the bamboo which is commonly employed. Malacca cane is easily manipulated and it can be nailed or screwed in a way impossible with bamboo. The bending process is interesting. A Chinaman takes up a roll of the leaves which form sugar baskets, and sticks it on a nail. He lights the roll and passes the Malacca cane over the flame, holding the cane in a wedge-shaped staff. By continually working the cane, he gets it into proper shape and when cooled the curve remains. Steam was tried at first, but it spoiled the wood and failed to retain the curve or crook which was intended. Then the Malacca cane goes through gelatine glue which fills the pores of the rattan and renders it impervious to the weather. It should be added that the nails used in the industry are all tinned so that they may not rust.

WEAVING.

From the frame maker's shop, the skeleton goes to the weaver. In the case of a rattan chair a great deal has to be done in order to give the chair a good appearance. Ordinary rattan is fairly good, and that were allowed to remain, as it is, it would be a regular harbour for bugs. But at the Shaukiwan factory, the chairs, after passing through the hands of the weaver, are taken to another room and hung on hooks which depend from the ceiling. A piece of cotton wool is then dipped in alcohol, lighted, and all the fringes are carefully burned out.

CHINESE CONSERVATIONISM.

In this connection, a rather interesting remark was made by Mr. Keene. He stated that when he first started, he invented a handy little instrument to hold the flaring alcohol and he naturally thought that the Chinese work-

men would appreciate his thoughtfulness. Not a bit of it. They would have nothing to do with his invention. They had been accustomed to their own rough-and-ready methods and they intended to stick to them. He gave up his invention in despair and the workmen are happy in the knowledge that they are not dealing with any new-fangled notions. In other respects, also, the Chinese at Shaukiwan have shown their conservative ideas. Two machines, one for drilling and another for turning were brought out from America. They stand useless in the factory, because the workmen will have no "truck" with modernity. In fact, Mr. Keene gave up his suggestions in these respects in despair and the workmen are quite contented.

COLOURING THE FIBRE.

The rattan chair has to be "dipped" in big baths of gelatin to fill up the pores, and afterwards it is "painted" with shellac which gives the gloss. In the case of chairs made of raw linen fibre or sea grass, these are stained in another bath and afterwards painted the colour desired. Green seems to be the favourite and it certainly appears to suit the character of these chairs to a nicety.

GALA CHAIRS.

With regard to the completed article, Mr. Keene showed the prettiest variety of chairs all built from his own designs. There were chairs with rockers—which are of camphor wood—office chairs which came to pieces for cleaning purposes, travellers' chairs which folded up like a camp bed, chairs with leather seats that could be removed, and chairs with linen fibre seats stuffed with rattan shavings. Several chairs had the frame work painted with aluminium paint—Messrs. Carmichael and Clarke's patent—and they looked exceedingly handsome in their gala dress. It is proposed at some time in the future to manufacture hard wood chairs and machinery will be imported for that purpose. An ingenious design was that of two Chinese hats, inverted, made into a lady's workbasket.

IN AMERICA.

The Company are turning out rattan and fibre chairs at the rate of a thousand a month, although if it were absolutely necessary they could manage to produce two thousand, which is not bad for what may be called a comparatively new business. Mr. Harris is the travelling manager and he has just completed a very successful tour through the Southern States. His office is in Seattle, but he is now visiting the Eastern States soon and may take a run across to London with the object of opening up connections there. The Company which Messrs. Harris and Keene have started in Hongkong is one of the most flourishing in the Colony as it deserves to be, considering the amount of energy and solid hard work which the partners put into it.

THE LATE REV. FATHER TORRES.

At the Roman Catholic Cathedral, "Glencely," a solemn requiem mass was celebrated this morning in memory of the late Rev. Father Torres. Rev. Father Gracia, vice-procurator, officiated, and was assisted by Rev. Father Augustin. The various Catholic institutions of the Colony were represented at the services; there were besides some French Fathers from Pokfulam. The church was as usual on these solemn occasions, draped in black.

A contributor sends us the following appreciative reference to the deceased prelate: By the death of the Rev. Father Torres, the well-known and much esteemed Procurator General for the Spanish Dominican Missions in the Far East, a gentleman beloved by all who knew him, has been removed from the community. He was born at St. Maria, in the province of Palencia, Spain, in the year 1846, and after going through a two years' course of philosophy in the Seminary of Toledo, he joined the army of the great St. Dominic in September, 1866, and in the Convent of Ocaña completed the second course of theology and was ordained deacon. In consequence of social and political disturbances then reigning in Spain, he chose to leave that country and seek shelter in a land beyond the sea—the Philippines—where he arrived in 1872. There, he was ordained priest on 21st September, 1872, and he finished his course of theology at the University of St. Thomas three years later. At the end of 1875, he began his missionary labour at St. Isidoro in Tuluan, where, a year later, he met with a most painful accident that resulted in the loss of his left arm. A mad dog appeared in the village causing considerable alarm among its inhabitants, three of whom were bitten with fatal results. Father Torres, who was ever ready to defend his flock, hastily seizing a rifle gave chase to the animal. The weapon, which had not been cleaned for some time and was otherwise out of repair, exploded on being fired causing the sad accident. The patience and fortitude exhibited in this trying circumstance, were the most prominent among the many sterling qualities which the deceased gentleman possessed. In October, 1876, he was appointed Vice-Procurator and sailed for Hongkong, where he discharged the important duties of that office till 1881, when he returned to Manila. During the succeeding five years he filled important offices of the Order so satisfactorily that he was chosen by his superiors to take over the high office of Procurator General of the Missions at Hongkong where he landed in 1886, and during the succeeding 18 years ending 1904, this venerable pioneer was ever to be seen piloting the financial barque entrusted to him through difficulties which, only those acquainted with Oriental, and especially Hongkong, life can adequately realise. For some months past he was confined to his bed, and on the 16th ult. he was advised to go to Manila for change. This, however, did not prove of any benefit, for shortly after his arrival, he breathed his last, surrounded by the sons of St. Dominic in a convent of the same order.

Pressure on our space this evening does not permit of our printing in full the account of the second night's boxing at Kowloon. Following are brief results: Cameron v. Parker (concluded from the previous evening) terminated in a win for Parker. Light-weights (second round)—Clark, *Glory*, beat Beales, *Albion*. Parker, *Albion*, beat Wade, *Albion*. The fight was won on a foul given against Wade. Parker of the *Ocean* scratched to Cursen of the *Glory*. Middle-weights (first round)—Kidd, *Albion*, beat McCarthy, *Rambler*. Jordan, *Ocean*, beat Rose, *Glory*. Deveron of the *Glory*, a bye. Bantam weights (semi-final)—Pucksmith, *Tamar*, beat McDonald, *Albion*. Wilkes of the *Glory*, a bye. Feather-weights (semi-final)—Francis, *Albion*, beat Lill, *Glory*. Walker, *Sully*, beat Eglington, *Glory*. Officers over lost 4 lbs.—Midshipman Kenworthy, *Glory*; Lieut. Midshipman Whiting.

NAVAL BOXING.

AT KOWLOON.

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Officers over lost 4 lbs.—Midshipman Kenworthy, *Glory*; Lieut. Midshipman Whiting.

TO-MORROW'S PROGRAMME.

Following are the men remaining in for semi-final and final of competition:

Heavy-weights.—R. Gatehouse, P.O. 1st class, *Albion*, v. J. Lavis, P.O. 1st class, *Tamar*. Middle-weights.—Pte. J. Kidd, *Albion*, A. Deveron, A.B. *Glory*, and H. Jordan, A.B. *Ocean*. These three men will draw, one having to box a bye.

Light-weights.—R. J. Clark, Gym. Ins. *Glory*, M. Rakin, A.B. *Albion*, and F. Cursen, P.O. 1st class, *Glory*. The above men to draw, one also boxing a bye.

Feather-weights.—R. Francis, A.B. *Albion*, v. A. Walker, A.B. *Sully*. Bantam-weights.—Pte. J. Pucksmith, *Tamar*, v. F. Wilkes, A.B. *Glory*.

To-night's boxing will be of a very interesting nature as all men are sure to do their very best. We have heard that it is the intention of the following men to challenge the winners in their respective weights:—Halligan, A.B. *Vengeance* (Middle-weights); Terry Armstrong, A.B. *Vengeance* (Feather-weights); F. Wade, Ch. Yeb. Sig. *Hogue* (Light-weights); and Mickey Lacey, A.B. *Vengeance* (Bantam-weights).

18th inst. Last Saturday evening saw the final bouts to determine the results of the naval boxing competition, that have extended over three nights and interested so many persons. The spacious and most convenient hall housed a much larger attendance than on either of the previous evenings; those present comprising a great number of sailors and marines of the fleet, augmented by a considerable attendance from the Kowloon dockyard.

There was no loss of time in getting to work, the business commencing with M. Rakin, A.B. of *Albion*, v. R. J. Clark, Gym. Ins. of *Glory*, who met in a semi-final bout for the light-weights. Rakin led with a left swing at the head and body, but Clark was not to be out of his stride. He worked a straight left to good effect. His opponent faced the music and retaliated smartly and well. It was noticed that they were doing their utmost to gain the points and at the same time trying to find the spot. The round closed with points looking pretty even. On the roll of time for the second round, they went straight to work, and here again Rakin scored with a clever left swing and right upper cut and got away without a return. Clark endeavoured to make up for lost time and pressed hard. Both men fought their best until time was called when favours were slightly with Parker. Round 3 found them up smiling and smart, and after a short preliminary spar Clark tried a straight left, which landed, but his upper cut failed and before he had properly recovered Parker was sailing in left and right and, giving no time, forced the fighting. The judges found that Parker won—a decision received with acclamations. Both men deservedly received heavy cheers on leaving the ring, as the match had been a good one.

Next came the final at bantam-weight—F. Wilkes, A.B. *Glory*, facing J. Pucksmith, Pte. *Tamar*. Wilkes early evaded a liking for dodging to escape the evict, and danced away merrily from his opponent who had the advantage of a longer reach. But Pucksmith was not going to stand these movements long, and chasing his man over the ring and eventually got him into a corner, and punished him severely before he broke clear. Wilkes attempted to stand, but had to give way to a rapid hail of blows. He, however, answered gamely, swung a vicious right on the head, and dodged under the arm. Wilkes appreciated the call for him. When they again got together Pucksmith rushed in and dealt several heavy swings, dodging in turn but quickly returned to the encounter, and getting Wilkes close to the ropes, he missed a half arm hook and nearly fell taking a few lively blows before he recovered himself. The audience seemed amused at Wilkes' dancing, performance, and ripples of laughter were occasionally heard. It was patent to all present that Wilkes could not get a favourable decision. The third round found Wilkes still running away, while Pucksmith was following quickly and giving all the punishment and receiving next to no returns. The decision was in favour of Pucksmith.

The next two candidates for fist fame, were: J. Kidd, Pte. *Albion*, v. A. Deveron, A.B. *Glory*, who contested in a semi-final for middle-weight honours. On time being called Deveron, who seemed the finer made man, took the offensive and went for his antagonist's big licks. Kidd, using a very powerful left, delivered straight from the shoulder, kept him from getting too close. Both gave and received many hard knocks, but Deveron, failing to see why he should be so continually denied, kept up his rushing tactics and always received the straight jab on the nose or mouth. The second round opened with a feeler from Kidd, followed by a clip on the left ear, while his opponent swung in swung left and right and had Kidd in great trouble for a brief spell. Again the straight arm left stopped Deveron's rush, who nevertheless still kept going strong, although he could not evade the ever-ready straight arm, which kept jerking his head back with unfailing regularity. Deveron's pluck never failed him and, despite the punishment he received, he stuck to his man fighting hard all the round, which closed much in favour of Kidd. The third encounter opened with what Kidd must have thought a whirlwind attacking him, for Deveron, anxious to change the complexion of affairs, fairly rushed his man taking all that came his way with an unflinching front. But alas! he could not keep clear of Kidd's left hand, which although failing to knock out, piled up points to Kidd's benefit. Kidd landed a right arm clip and his opponent found the floor, remaining down to the count of nine. After another bright rally time was called and Kidd adjudged to be the winner. This had proved a very interesting match, and although Kidd was a lot better on points he received rather a big dose of gravel and his right ear was badly mauled.

A bye was now boxed to qualify F. Cursen, *Glory*, for the final in light-weights, in which J. Anderson helped him along. This bout called for no real slugging, but was a very clever exhibition of sparring, and both men kept busy. It was at any rate a pleasing change after all the hard fighting that had previously been witnessed.

Yet another bye followed to enable H. Jordan, A.B. *Ocean*, to compete in the final for middle-weights. F. Wade, Ch. Yeb. Sig. *Hogue*, took the ring and gave Jordan a good run for his money and made him lively in all his joints. That Wade seems to be quite a favourite with the sailors and marines was shown by the applause with which he was greeted. Having now finished the two byes that were necessary for the continuation of the evening's sport, we set down to more real hard business.

Final for feather-weights.—This combatants, both in fine form, were A. Walker, *Sully*, v. R. Francis, A.B. *Albion*. Francis opened the ball by leading left and right, managing to get both home, but in trying to clear he received a tap on the face and a pretty upper cut on the ribs. Both settled down to the work and blows rained almost too quick to take the full significance of them, and the judges, if they marked all points, were very evenly divided. In swinging Walker missed and turned first round on a pivot. Francis pressed him hard and managed to have the best of the exchanges when the time arrived to go to corners. Both lads came up eager and willing for the second round, and both were fully engaged. Francis doing plenty of leading seemed to be making the most points. Walker, however,

got a heavy blow on his left jaw, and for a second Francis looked like going down. He managed to rally and went on nothing daunted. The fighting was mixed and going hard as time was called. The third round saw Francis going ahead and after one or two clinches Walker, changing tactics and form, put in some straight blows on the head and body of his adversary, who, thereupon, rushed in but failed in an endeavour to hook. He still kept Walker moving and made a lot of the running. The referee announced that Walker won—a decision received with different feelings by factions of the spectators. A great many were of opinion that the fight should have gone to Francis; at any rate, it was a very near thing and both men fought well and pluckily.

Feather-weights.—A. Eglington, *Glory*, v. J. Liddle, *Glory*, contested three rounds to decide for the third place. The first two rounds passed rather lamely, the referee pointed but to the well engaged that they must fight for it. His verdict took effect, for the third round warmed up considerably. Liddle got on to work in better form than the other lads, so, according to the Ref's words, "won on the third round as the other two were spent in sparring."

The Officers' final next took the attention of those present. Midshipman Kenworthy, R.N., repeated his success of Friday night by defeating Lieut. Cantrell, R.N.A. The midshipman, who has a style quite his own, continued to rush his man in a ducking position, but nevertheless was most effective in his fast punches, while the blows of the Lieut. of Marines passed harmlessly over the right shoulder. One or two good, stiff uppercuts would have changed their positions, but, alas! the Lieut. failed to think of the mode of receiving the attacks made against him, so the verdict was for the midshipman.

Final Light-weight.—F. Cursen, *Glory*, v. M. Rakin, *Albion*, for the first place and cup presented by the Kowloon Dockyard officials. Cursen was in the better condition, owing to having only had a bye to box, while Rakin had in the earlier part of the evening had hard work to dispose of R. J. Clark. The men got together at once, and Cursen, being the fresher, made the running. Still, he was not allowed to have too much of his own way, Rakin contesting manfully every second of the time. The first round saw Cursen up quickly and tried to work up matters, but could not make any headway against the attack. The round was fought out at a killing pace for Rakin who had to give way. On the third meeting Cursen continued advancing, but could not find the right place or Rakin must have gone down. Cursen was declared the winner.

The heavy-weights next took the boards, in the persons of R. Gatehouse, P.O. 1st class, *Albion*, and Bob Lavis, P.O. 1st class, *Tamar*, these being the only two entries at this weight. The men proceeded to take things pretty easy, through the three rounds, although both of them gave and received several unavoidable hard knocks. Nothing serious happened, during the encounter which resulted in the referee anticipating an apparent arrangement and awarding a draw.

Final Middle-weight.—In this go H. Jordan, A.B. *Ocean*, having previously fought a bye met and vanquished J. Kidd, Pte. *Albion*, who was still feeling the effects of his contest with Deveron. Kidd's wonderful left-hand did not avail against the hurricane advances and vicious right hooks and swings of the comparatively fresh man he was up against, and although he fought bravely it was to no purpose. Jordan having only missed getting into the light weights by a pound or so nevertheless gained the best of this encounter.

Commander T. L. Shelford, R.N., in summing up the competition stated that every one present owed a debt of gratitude to the Dockyard officials for their kindness in lending the hall and also for the hearty way they had helped to make the arrangements necessary to bring it to a successful termination. A debt of gratitude was also due, he said, to the men for the way in which they had fought. That the fights had been fought with the accustomed fairness of service men no one could gainsay. In conclusion, he thanked the audience for the order and appreciation they had shown.

After the distribution of prizes by Mr. J. Lambert, Superintendent Engineer for Kowloon Dock Co., accompanied by a few well-chosen words to the lucky ones by the above Naval Officer, the company dispersed thoroughly satisfied at the display they had witnessed.

A SUMMARY.

The following is a brief summary of the three days' competitions:—

FIRST NIGHT.

Bantam Weight Competition.—G. McDonald, *Albion*, defeated J. Ross, *Astrava*; F. Wilkes, *Glory*, knocked out Whitehouse, *Glory*; T. Pucksmith, *Tamar*, knocked out J. Adams, *Glory*.

Feather Weight Competition.—A. Eglington, *Glory*, defeated W. Heskley, *Ocean*; A. Walker, *Sully*, beat W. Gill, *Glory*; T. Liddle, *Glory*, beat W. Blake, *Astrava*; R. Francis, *Albion*, boxed a bye.

Light Weight Competition.—F. Parker, *Ocean*, defeated D. Cameron, *Albion*; R. J. Clark, *Glory*, defeated W. Llanforn, *Ocean*; F. Cursen, *Glory*, beat B. Lovatt, *Sully*; M. Rakin, *Albion*, beat J. Oshesha, *Ocean*; S. Beales, *Albion*, beat W. Huckle, *Ocean*; F. Wade, *Hogue*, boxed a bye.

SECOND NIGHT.

Semi-final Bantam Weights: J. Pucksmith, *Tamar*, defeated McDonald, *Albion*; F. Wilkes, *Glory*, boxed a bye.

Semi-final feather-weight:—R. Francis, *Albion*, defeated J. Liddle, *Glory*; A. Walker, *Sully*, beat A. Eglington, *Glory*.

Light-weight competition:—R. J. Clark, *Glory*, defeated S. Beales, *Albion*; M. Rakin, *Albion*, won on a foul from F. Wade, *Hogue*; F. Cursen, *Glory*, left by Parker, *Ocean*, giving up his chance.

Middle-weight competition:—J. Kidd, *Albion*, defeated J. McCarthy, *Rambler*; H. Jordan, *Ocean*, knocked out J. Rose, *Glory*; A. Deveron, *Glory*, boxed a bye.

Officers over to 8 lbs.—Midshipman Kenworthy, *Glory*, defeated Lieut. Cantrell, *R.N.A.*

Final feather-weights:—A. Walker, *Sully*, defeated R. Francis, *Albion*.

Semi-final Light-weights:—M. Rakin, *Albion*, defeated R. J. Clark, *Glory*; F. Cursen, *Glory*, boxed a bye.

Final-weights:—F. Cursen, *Glory*, defeated M. Rakin, *Albion*.

Semi-final middle-weights:—J. Kidd, *Albion*, defeated A. Deveron, *Glory*; H. Jordan, *Ocean*, boxed a bye.

Final middle-weights:—H. Jordan, *Ocean*, defeated J. Kidd, *Albion*.

Final heavy-weight:—R. Gatehouse, *Albion*, draw with Bob Lavis, *Tamar*.

Officers' Final:—Midshipman Kenworthy, *Glory*, defeated Lieut. Cantrell, *R.N.A.*

A HONGKONG INNOVATION.

THE P.S.A. IN A QUANDRY.

13th inst. Comparatively few people in Hongkong realise the nature of the work which is being carried on under the name of the Pleasant Sunday Afternoon. The idea that some scheme should be put in force whereby the monotony of the average Sunday afternoon should be in some degree at least avoided, and that young men who found time hanging heavy on their hands, might have some place to attend where mental and spiritual entertainment should be provided, occurred to Mr. Percy H. Holyoak, vice-chairman of the Y. M. C. A. Only a few weeks ago, the idea, which had commanded itself to several local clergymen, was put in force as the Pleasant Sunday Afternoon scheme. In England and Scotland, the P.S.A. is a recognised institution, and some of the best speakers in Britain readily give addresses when desired, while the soloists comprise all who are known in the musical world.

OUR RACE COURSE.

PREPARING FOR THE RACES.

NATURAL BEAUTIFUL OF HAPPY VALLEY.

15th inst.
The preparations for the forthcoming race meeting under the auspices of the Hongkong Jockey Club are being pushed forward with the utmost despatch, and already most of the larger works in connection with the races are well on the way towards completion. In some respects the Hongkong Jockey Club races differ very materially from those of other places in the East. The greatest difference is, of course, found in the fact that it is an amateur meeting, where all are gentleman riders. Again, instead of having horses specially imported for the occasion, the hardy little Chinese pony is brought on the scene, and those who remember past race meetings in Hongkong will readily admit that if the race is not record-breaking, it is at all events wonderful, when the size and apparent stamina of the ponies are taken into consideration.

IN THE STRAITS.

In Singapore and the South generally the races are contested by specially trained Australian horses. Nowadays, the horse required to win a race in the Straits, even when the purse is but a trifle, will cost anything between \$1,000 and \$4,000. The result is that the races are in the hands of a fortunate few who have the money to spare for this "sport of kings," and the average man has only the questionable privilege of squandering his hard-earned shillings by means of a pari-mutuel. Then, the jockeys are all professional men, whose whole life is devoted to the training and riding of horses, from the immature griffin to the fully-fledged animal. Occasionally a wonder is produced, such as Eslington, for example, which carried off all the honours of the turf in the Straits, and the Malay States for a couple of years, and never knew defeat in a big race.

AMATEURS VS. PROFESSIONALS.

In Hongkong, on the other hand, the races being promoted by amateurs and limited to amateurs, there is the certainty that we shall enjoy sport in the truest sense of the word. Without going into the merits of that much-exercised question, amateurs vs. professionals, it can be said that those who enjoy sport for its own sake, and who have a charm which is not always to be found when professionalism is to the front. And the beauty of it all is that the commonest of common cows, owned by the humblest stable, has every chance of romping home a winner, for the simple reason that it will meet its own kind on the field, and not animals of a special strain which from their birth have been nurtured for the occasion.

AT HAPPY VALLEY.

But in another respect Hongkong is especially favoured, for in Happy Valley we have a natural race course. It may be that in some far-off glen in the wilds of Australia, or in the heights of the Argentine, there is a rival to Happy Valley; but it is to be doubted. The view itself is a panorama, ever changing, ever beautiful. Enclosed on three sides by lofty hills, and with a view of the sea on the fourth, any of the verses which make up the song of "Killarney" might be applied to it were one in a poetic vein, but poetry and horse-racing are not exactly an agreeable couple.

A RACE COURSE FROM A SWAMP.

When it is remembered that Happy Valley was once a swamp, as foul and treacherous as any Irish bog, and that to-day it is one of the picture spots of Hongkong, the remarkable change will be appreciated. Where cricket and football are now played were the Hongkong gardens, but they have passed away, and like the flowers that bloom in the spring have nothing to do with the case. The swamp was drained, and now there are two courses, the inner course—a gravelly soil—being utilised by ordinary riders who wish a short canter; and the outer, which is of fine soft turf, almost as easy to the feet as English turf, for training and racing purposes.

PREPARING THE COURSE.

A visit to the course the other day showed how carefully the Jockey Club Stewards, with their indefatigable Clerk of the Course, are getting the outer course into condition for next week, and it also revealed a distinctly Eastern scene, which although it would amaze people at home is passed by here as of no account, because common. The iron rollers were being dragged by twenty-two persons, twenty of whom were women! The roller was not exceptionally huge, but even Chinese women have not all the strength in the world, and the way they hauled that roller along the track was a sight to see. The Chinamen, naturally, refrained from pulling the ropes; their duty as lords and masters was to encourage the weaker vessels by word and gesture, to whip up the flagging, and to cheer the weary.

THE PERMANENT BUILDINGS.

Up to the present time, the workmen engaged by the Hongkong Jockey Club Committee have been mainly concerned with the re-decoration of the permanent buildings—the Grand Stand, the stables, the enclosure, and the accommodation for the judge and stewards. A start was made last week with the erection of the extra stands, that for the Club Lusitan occupying the most prominent position, and as these are of the usual type adopted in Hongkong they should be ready for occupation in a few days. But, of course, a good deal remains to be done.

NEW STANDS ERECTED.

Starting from the north-western point, five large stands are in course of construction. Built up on slender poles, to the height of about twelve feet, the stands are firmly secured and roofed over with the usual matting. To the inexperienced eye, and to the stranger, the stands might seem to have a somewhat rickety and unstable appearance, but those who know what the Chinese can do in the way of binding poles together and the wonderful elasticity and strength of these structures, will be quite confident of their security. There is no fear of an Ibrox Park affair at Happy Valley.

ACCOMMODATION FOR 7,000 PEOPLE.

Four of the stands, one of which is exceptionally large, should easily accommodate 4,000 people. There is another, rather smaller, near to the Grand Stand itself and the one farthest apart for special purposes, while at the far end of the stables there is a large erection which will be occupied by the Hongkong Hotel, and devoted also to other purposes. Altogether there are twenty sections, and it is roughly estimated that the entire circle of stands, including the Grand Stand itself and the owners' stands over the stables, should provide accommodation for 7,000 people. The hotel-pollis can spend their time and their money too, doubtless, in the centre of the course, or they may climb the neighbouring hills, and watch the races in comfort and peace. Indeed, it appears that a goodly number of people, whose nerves have already been shaken by the din of the Chinese New Year, prefer to enjoy the race meeting from some vantage ground on the hills, and to make a picnic of the event.

AT THE STABLES.

The stables are exceptionally roomy and well-arranged. The names of the owners who have up to date taken stalls are placarded on the various stalls, but a good many stalls have yet to be taken up. The following is a list of the owners whose names are ticketed on the stalls, together with the number of stalls which they have declared it is their intention to occupy:—

Mr. W. J. Gresson, 14 stalls;
Mr. H. N. Mody, 11 stalls;
Mr. T. F. Hough, 8 stalls;
Mr. H. P. White, 8 stalls;
Mr. Clarke, 2 stalls;
Mr. "Griffin," 1 stall;
Mr. Mackie, 1 stall;
Mr. K. Wibel, 5 stalls;
Mr. D. Macdonald, 4 stalls;
Mr. C. C. Moxon, 2 stalls;
Mr. John Jupp, 1 stall;
The Hongkong and Shanghai Bank, Junior Mess, 1 stall;
Mr. Britton, 1 stall;
Mr. C. H. Potts, 4 stalls;
Mr. Kennedy, 8 stalls.

The facilities for allowing the horses to be led from the stables to the course are admirable. Each horse is led along a wide central passage to the rear of the Grand Stand, and a clear thoroughfare is afforded to the entrance of the course. The stables are well ventilated, and the sanitary arrangements are all that could be desired. The entire building has been re-painted and looks as bright as a new pin.

THE GRAND STAND.

The Grand Stand remains as it was before, with the exception that it has been re-painted and re-decorated. Even the weather-cock above the ornamental dome has been re-gilded. It has been remarked that if the weather-cock could point out what is to win as easily as it shows the direction of the wind there would be few people looking at the horses. The staircase and approaches have been painted and altogether the Grand Stand is a credit to the Hongkong Jockey Club. Indeed, there are few grand stands in the East which equal that at Happy Valley. At Singapore the members' stand is a sort of day's journey from one end to the other. Bangkok Sporting Club have a very elaborate building, but few would assert that it is equal to the range of buildings in Hongkong. At Shanghai extensive improvements are being made in respect of the buildings on the race course. Taken altogether, then, it may safely be maintained that Hongkong's Grand Stand and race building—to say nothing of the magnificent scenery around Happy Valley and the delightfully sheltered spot which the course occupies—are at present, at any rate, the best in the Far East, from whatever point of view they may be considered.

GENERAL REMARKS.

One feature, which should not be overlooked, is the excellent system of distance posts. The distances at which they are placed round the course are clearly shown in large figures, so that the jockey is not obliged to strain his eyes when a post looms in sight. More than that, the spectator who may stroll round the course to see the start of a short distance race has no difficulty in finding the whereabouts of the proposed start. To finish with the judge's box where all races finish, and the stewards' stand, where all race questions are settled, it has only to be said that these are placed in their old position directly in front of the Grand Stand. They have been painted a dull red, in keeping with the general colour tone of the buildings. There is no doubt that the Committee of the Club, or those responsible for the preliminary arrangements, have carried out their duties conscientiously and well. To Mr. T. F. Hough, the Clerk of the Course, every praise should be given for the able manner in which he has superintended these preparations which will best be appreciated when the races start next week.

SOLDIER'S FATAL FALL.

15th inst.
A sad occurrence took place on the 7th inst., whereby a private of the Royal West Kent lost his life. From the report subsequently made to the Police, it appears that Frederick Hicks, Private No. 143 of the above Regiment, obtained leave of absence until midnight on the night in question, and, with a companion, went out to spend the evening. At about 11.45 p.m. the two men returned to Murray Barracks, and after reporting themselves at the guard room, went to their quarters, deceased, according to his custom, lying down on a bench in the verandah of the second storey, just outside his room, and there, it is supposed, fell asleep. At about 1 a.m. on the 8th inst., the sentry heard the dull thud of a fallen body, and on going to the spot, discovered the deceased lying on the ground in a pool of blood. He was at once picked up and removed to the Military Hospital at Wellington Barracks, where, despite every care and attention possible to be shown him, he succumbed to his injuries at 10.30 a.m. on the 12th inst., the post mortem examination, which was held in the military hospital, disclosing the cause of death was contusion of the skull and internal hemorrhage.

The funeral of deceased, who was but 25 years of age, and a promising young soldier, took place, with full military honours, at the Protestant Cemetery, at Happy Valley, on the 13th inst. No report was made to the Police until the time of making application for a burial permit, when the Coroner issued instructions for the usual police investigation. How the man fell is not known, but it is believed that getting up suddenly, half asleep, he fell over the verandah by over-balancing himself while standing up on the bench.

THE YOKOHAMA INSURANCE CASE.

A NATIONAL BANK OF CHINA CLAIM.

On the 31st ultimo in the Yokohama District Court, before Judge Nakaniishi, reports the *Japan Herald*, the hearing was resumed of the claim for insurance money brought by the National Bank of China against the Equitable Life Insurance Company. It will be remembered that the defendants do not dispute the claim, but desire that the Court should give decision as to whom the money is to be paid in order that they may not be held further responsible. The plaintiffs were represented by Mr. Sawada, and the defendants by Messrs. Masujima and Iodera.

Mr. Masujima, for the defence, said that according to Japanese law only the heir of the deceased person had the right of claiming the insurance money, and therefore the plaintiffs had no claim. Counsel for the plaintiffs said that as the insurance policy was issued in New York the matter should be viewed in the light of American law. The deceased had not assigned the insurance money to anyone, and hence it was proper that the person having the legal right to it should claim it. It was announced that judgment would be given on the 4th inst. at 10 a.m.

ANOTHER FIRE.

Notwithstanding the fact that the Chinese New Year is, for the next twelve moons at least, a thing of the past, we have another fire to record, in a Chinese tenement, as usual. "An alarm had just previously to this outbreak been turned in at the Central Station of a fire in Wellington Street, but that turned out to be a false alarm, as it was only a chimney which had, as frequently occurs, become aflame."

The second alarm was more serious, and the Fire Brigade, under Chief Inspector Baker, immediately repaired to the scene of the conflagration, which was No. 59, Queen's Road West. There they found they had an easy task before them as Mr. R. Lenaghan, of the Western Hotel, had secured a "discharge box," and with the assistance of two other Europeans had soon a good stream of water flowing on the burning building. Mr. Lenaghan was formerly a member of the local Police Force and Fire Brigade, and his professional instincts were strong upon him, so much so indeed that, on the arrival of the firefighters proper, he was very loth to give up charge of the operations in extinguishing the flames, and continued nevertheless, to do his share in subduing the overture. The fire turned out not to be so very serious, as it was confined to the back of the upper storeys where it is supposed to have originated, the lower storey, a medicine shop, being left, with the whole of the front of the building, intact, though damaged by water. The damage was only estimated at a few hundred dollars, while the place was insured with Chinese for \$16,000. There is no doubt that to the prompt action of Mr. Lenaghan was mainly due to the confining of the outbreak within such small limits, and the prevention of its spreading to the neighbouring houses. The actual cause of the outbreak is at present unknown, though it is believed to have originated in a kitchen at the back of the second storey. The matter, however, is under police investigation.

PROFESSOR JENKS AND MISSIONARIES.

SERMON BY THE REV. C. E. DARWENT.

We take the following from the *North China Daily News* of 8th inst.

On Sunday evening last the Rev. C. E. Darwent preached a sermon at the Union Church with reference to Professor Jenks' Memorandum on Missionaries. Mr. Darwent took for his text 1 John xiv. 26. "I am come a light into the world." He remarked that it was rather interesting to know what a man had to say about the vexed question of missions, and of course Professor Jenks wrote only from the political standpoint. His real opinions might be much more thoroughgoing. It was quite impossible to consider missions from a political standpoint. Were missionaries of Christ coming to China to ask if they could preach, and that and ask the mandarins what would suit China, and cut their messages to suit the Government? Could missionaries be like timid rabbits looking over a field to see if there was any danger? That could not be done; all ministers of the Gospel had marching orders which they had to obey. Professor Jenks said that everyone must admit that missionaries did a considerable amount of good. That was very fair praise indeed. The writer went on to say that nevertheless missions created disturbances. Of course they did. What truth could be introduced into any country without creating a disturbance, when I ght came to disturb darkness? It could not be helped, it was a condition of progress. What, for instance, would weeds think when the hoe was applied to them. They would not like the disturbance, but nevertheless it had to be done. The curious thing was that people had no objection to disturbances for secularism or railways, or to disturbances due to opposition to the old trading methods of China. This reminded the preacher of a certain vicar of a quiet country charge who received a letter from his Bishop asking him to "quiet day." He replied, "My Lord we have plenty of quiet days down here; what we want in this parish is an earthquake." What China needed was a moral and spiritual earthquake. It wanted new life to burst the bonds of old superstitions, absurd customs, and false theories. "Ye must be born again." It was utterly useless for Governments and Consuls to object to disturbances of this kind.

Professor Jenks, writing on religion in China, said that missionaries were not to oppose Chinese religion just because it was Chinese religion. They did not do so. They opposed it because it was not true. The professor further said that if there were superstitions in the Chinese religion they could be got rid of and the pure gold would remain. To the preacher's mind this argument presented itself like this: there were two men who wanted some rice, and there was a great heap of rubbish with grains of rice scattered among one of stuff. There was also a measure full of rubbish. What would be the use of someone selling one of these men to go and pick the grains out of the rubbish heap when there was a lot of it all together in the measure? Christ was the light of the world and included all truth. Why therefore should the Chinese be left to rake for truth in the mountain heaps of the rubbish of popular superstitions when the Truth was available? Were there no superstitions in the Chinese religion? What about the water god with the yellow body, eight hands eight feet, and eight eyes? What about the kitchen gods who went up the chimneys in such numbers at New Year time? What about popular Buddhism? It was all very well for Sir Edwin Arnold to give an account of an idealised Buddhism, but how did it work out as the popular Chinese religion? The stories of the births of Christ and Buddha should be compared. When Christ was born angels appeared and sang "Peace on earth, good will to men." That was worthy of the coming of Christ into the world. Buddha's mother, when he was born, saw an elephant with six trunks. The preacher went on to give other illustrations of Chinese superstitions, comparing them with the Gospel story, and showing that the search for truth among Chinese superstitions would be quite futile.

DISAPPEARANCE OF DALNY.

RESURRECTION OF TAIREN.

It is significant to learn from an official announcement that on and after the 11th inst. the name of Dalny will be wiped off the map of China and will be replaced by Tairen. This is the Japanese pronunciation of the Chinese name Tairen, by which the place was known when held by the Japanese during the Japan-China War. *Japan Chronicle*. RAILWAY FROM PORT ARTHUR TO DALNY. The railway communication between Port Arthur and Dalny has been restored by the Japanese and the line was opened to traffic on the 15th ult. That this was accomplished within two weeks of the Port Arthur terminus falling into hands of Japanese, reflects great credit upon the engineers attached to General Nogai's Army. The length of the railway is 27 miles. *Nagasaki Press*.

SWATOW.

ITS IMPROVEMENTS—AND WANT OF THEM.

14th inst.
In my former article I endeavoured to show that Swatow had improved by instituting a native police force and by repairing its band, and had re-ascended its sports. I then began to look at the adverse picture and point out the danger of hydrophobia from the innumerable diseased works that roam its streets. I shall—with your permission—touch upon other matters equally pregnant with importance which deserve the serious attention of any Western reader that can bring about a reform. Let me proceed.

I understand that the Customs Authorities constitute the harbour guard of the local government. They generally cannot prevent the native boatmen from discharging all clothing directly the hot weather sets in. This does not refer to sampan men and their kin, but those that work for general purposes. They do not even wear a loin cloth. To add to this injury to common decency, not a classical study of beauty unadorned is to be found in the whole bunch. A Praxiteles or a Phidias would swoon if they beheld the anatomies presented to our eyesight. A doctor might be interested and instructed in tracing the corded veins and muscular tissues, he might even enjoy a professional revel in diagnosing the varieties of skin diseases, but it is the community in general I must think of. Steamers bring many women and children into the harbour, and I have the gentle sex dwelling amongst me. It causes an intuitive shudder to conceive that this spectacle of undress is literally paraded about upon the water of the port and no step taken to stop it, or if any step is taken, it is a very soulless one. Perhaps the women themselves may raise the question of the indignity they are put to, and for the sake of their children; but the wonder is that the missionaries are dormant. Why lose this opportunity of redeeming the natives from an uncouth custom without an ethical law to favour it? Why are they shutting their eyes tightly to a gross evil and allow it to pass year after year without bestirring themselves to overcome it? It is the severest and most tangible criticism upon their work of salvation that a port that has come under the influence of civilisation and their religions yet retains the mark of prehistoric ages or darkest savagery.

Next, it has been proved beyond controversy that rats are among the greatest disseminators of bubonic plague in the East. Incidentally I may mention that Dr. de Burgh Daly of Newchwang has shown me a beautiful collection of plague germs extracted from the vermin. Beautiful in the sense that the collection was complete and in various stages of propagation. Under his care. This is conclusive that there is no faddism in regarding the plague of rats in Swatow as a public danger not to be trifled with. The place swarms with them and drastic measures are taken to exterminate them. The rodents rush across the roads at night in numbers as great as their size. The belated stranger is at first bewildered and it gives him pause on his return from the Club. He tries to recall the label of the brand of whisky he has partaken of during the last game to billiards, in case he should be led astray in imbibing more from that bottle in future, but he soon discovers that the verminous crowd is a reality. A policy of self-defence asks the community for a wholesale destruction because they undermine all the godowns and cause the bund to sink into holes that become men-traps until repaired. The godowns are now a very groggy lot. They are maintained from collapsing in many places by shams reaching across the street at short intervals, and the sight is picturesque; but not as it should be. It reminds one of Hongkong without the elaboration that the Crown Colony puts into its strengthening struts when a building bulges. If the owners are indifferent about their valuable property it is not for me to complain, but it is a horror of another colour when the liability of a fearful calamity like the bubonic plague is apt to break out at intervals in our midst. A case has occurred when the servants' quarters had to be reconstructed due to death from the plague. The dead rats found beneath the flooring told the whole story of the fatality.

Smells are a portion of a Chinese city, but I expect something better when Western people have the handling of sanitary matters or can bring pressure to bear when necessary. Coleidge, in his day, tells us that Cologne could boast of two and twenty stenchies, all well defined, and several stinks. We have the same here, where they should not be. In the settlement there is an open drain that runs from a remote part of Swatow along the road past the British Post Office and behind the Customs Examining Shed. I have not had the courage to trace the source of this conduit because the task would be too unpleasant. In hot weather there issues from it "the rankest compound of villanous smells that ever offended nostril." Coolies use the sewer for general purposes and the flushing it gets from a high tide is an insupportable nuisance. I hope the new police will repress the coolie, but the smell is ever with us. Any cold weather we get merely allays it. The white people—or anybody that is doomed by force of circumstances to dwell in the houses facing and almost immediately over the conduit—must needs have organisms to enable them to withstand the nauseous odours and concomitant germs. The suggestion made to culvert the drain is met by another suggestion that the property holders shall share the expense, and with this clash of mind with mind nothing is done to abate the nuisance. I trust that now the port is arousing into activity in its political economy that this disgrace will meet the attention it deserves and be abolished. *N. C. D. News*.

PORT ARTHUR REFUGEES AT SHANGHAI.

The stream of refugees from Port Arthur continues, and the passing of them on homeward proceeds but slowly in comparison. The hotels and boarding houses have been full, as we have said, for days, and the question of providing more roof accommodation for these poor unfortunate is one of great difficulty. There has been, says the *N. C. D. News* of 9th inst., unceasing activity at the Russian Consulate and by others interested in Russian affairs in Shanghai, but the arrangements made have been far from the demand for help and aid. We understand that overtures have been made for several large godowns, but without success. Yesterday another batch of 500 refugees was expected and to meet this further inroad, the Russian authorities applied to the Municipal Council to help them out of the situation. The Council at once consented and placed the Riding School of the Light Horse at the disposal of the Russians. Police escorts were also offered to conduct the new comers to their temporary quarters. The Riding School, it may not be generally known, is a spacious matchless at the corner of North Moan and Range Roads. It is hardly an ideal residence in the cold weather, but while it affords little protection against the wind it at any rate keeps those inside dry. The refugees were to bring their own bedding and stoves and the Russian authorities have made arrangements for providing them with food.

The decision to allow the use of the school was come to so speedily that there was no time to notify members of the Mounted Infantry of what had been done, with the result that several of our gallant troopers, who turned up to drill yesterday afternoon, were considerably surprised to find their headquarters in temporary occupation of an invading army of Russians.

A representative of this paper visited the Riding School yesterday evening and found about seventy Russians in occupation. The Council had provided numbers of the long seats used in the Gardens and on the Bund, and these were placed back to back and boards arranged on top of them. A limited number of mattresses were also provided. The refugees found that the most comfortable way of making their beds was to take two of these seats, place them seat to seat and pile two or three mattresses into the space thus formed. Those who slept on the boards took good care to lie on two or three of the mattresses. A policeman was on guard. In a corner six or seven Russian soldiers were engaged in a game of cards. Fragments of leaves scattered round showed that sleepers had not retired superfluous. The refugees were quite orderly and quiet. Most of them went to sleep just as they were with boots, caps, and coats on. There were no stoves or other heating apparatus. The 500 expected in the afternoon seem to have got lost and the police escort which awaited them was, therefore, not required.

RELEASED NON-COMBATANTS AT KOBE.

A CONVERSATION WITH A RUSSIAN WAR CORRESPONDENT.

A couple of non-combatants from Port Arthur are now staying at the Hotel de Paris, Kobe, on their way back to Russia. One of these gentlemen, Mr. Koopchinsky, is a war correspondent and was at Port Arthur from the early days of the war. For the last seven months, however, he has had the misfortune to be a prisoner at Matsuyama. To a representative of the *Kobe Herald* who called on him at Hotel de Paris, Mr. Koopchinsky, who speaks French fluently, gave an extremely courteous reception. In reply to questions, he explained that he went to Port Arthur in the early spring as War Correspondent of the *Zerak*, a new Russian journal, and also sent contributions to the well-known paper the *Russ*. He was like a contributor to the *Novi Krai*, the Port Arthur publication of which so much was heard during the siege. As, however, he was unable to get any communications through to his journals after April 25, he decided to attempt to escape from the besieged city and offered his services to General Stoessel for the conveyance of despatches to General Kuropatkin. The proposal was accepted, and Mr. Koopchinsky was instructed to put on a military uniform which he accordingly did. In the middle of July he set out in a junk for Inka, accompanied by a Russian officer. They encountered a favourable wind and for some time the venture seemed likely to be successful, but on July 21, when off Kinchau, they fell into the hands of the Japanese and were taken to Mikasa. Here they were closely examined as to their status and the objects of their voyage and Mr. Koopchinsky had to explain the reasons for his appearance in military costume. The Japanese officers by whom the investigation was adopted were very kind and courteous, and Mr. Koopchinsky could not sufficiently express his appreciation of the very good treatment he and his comrade received during the four or five days they spent at Mikasa. They were then taken to Matsuyama, where Mr. Koopchinsky remained until his release a few days ago. Having some knowledge of medicine, he spent most of his time in the hospital, where he was able to do good service in helping with his sick and wounded countrymen. Asked as to the treatment received by the Russians, Mr. Koopchinsky paid a most frank and generous tribute to the efforts of the Japanese to provide for the welfare of their charges. He was, he said, convinced that the Japanese officials were doing their very utmost to make things as comfortable and pleasant as was practicable under the circumstances. "After all," he remarked, "one must remember that war is war and prison is prison, and that a certain amount of inconvenience must be expected." Life at Matsuyama was certainly rather dull, as there were few books or papers, and many of the prisoners suffered severely from lack of occupation, but the conditions were in no way more harassing than those of any prisoners of war must necessarily be. The *Herald* representative took the opportunity of reading to Mr. Koopchinsky the allegations of ill-treatment of the prisoners contained in a supposed letter from an officer at Matsuyama which was reproduced from St. Petersburg papers in our yesterday's issue. It will be remembered that this communication stated that the prisoners were treated with great severity, that even officers were sometimes flogged by the guards, and that the interpreters were very disloyal. Mr. Koopchinsky listened to these statements with evident surprise, and expressed great regret that such an account should be given of the state of affairs at Matsuyama. It was true, he said, that there had been a few cases of friction with the authorities. Some of the prisoners were impatient of restraint, and perhaps some of the Japanese officials were less courteous than others, but he was quite certain that there had been no general or intentional ill-treatment. "The Japanese tried to do all they could for us," he repeated more than once, in tones which left no doubt of his entire sincerity. Mr. Koopchinsky was then shown the accusation in the same letter to the effect that the Japanese were killing prisoners in order to prevent the number of Russians in confinement in this country being increased. To this assertion he gave no credence whatever. From all he had seen in fight he had witnessed from Russians and Japanese, and from all he had heard from others, he was thoroughly satisfied that the Japanese would not be guilty of such conduct. Asked as to whether he had ever known of any case in which the Japanese had killed prisoners in cold blood, he replied emphatically in the negative, nor was he aware of any instances of prisoners or wounded being barbarously treated. In the heat of conflict he had several times seen men killed after they had been wounded without any offer of quarter being made, but that had happened on the part of the Russians as well as the Japanese, and was intelligible to any one who knew the excitement and passion which prevailed when men were fighting hand to hand. "I am opposed to war," he remarked, "and I know that it is horrible to read of wounded and helpless men being killed, but when one has watched a fierce combat and has seen how these things occur, one can understand them and excuse them. It is a case in which to know all is to forgive all." Asked as to the impression he had formed of the Japanese troops, Mr. Koopchinsky spoke most warmly of the extreme courage they displayed. "They simply will not be denied. The infantry advance readily under the very heaviest fire, and no matter how many may fall, the advance continues without check. Even when only a few men are left, these still go forward, still dauntless to lie down or take shelter. Then, when the first party has been destroyed, another advances to the attack, and after that has

been wiped out another takes its place, and after that comes others, and others still. Like waves of the sea their lines pour forward one after the other until at last the position is theirs. That is the great strength of the Japanese army. No loss stops them. When one battalion has been destroyed another is always ready to advance in its place, and so it goes on until the attack has succeeded. I saw the battle of Nanshan and it was marvellous to see the way in which, line after line, the Japanese rushed up the hill under the deadliest fire. As I said before, it reminded me of waves dashing over a cliff." Mr. Koopchinsky expressed special admiration for the Japanese artillery, which was splendidly led and equipped. In reply to a question as to whether he anticipated at the time he left Port Arthur that the Japanese would be able to capture that fortress, he said that he was of opinion that they would not be able to take it. During the four months and more that he was at Port Arthur he had examined every part of the fortifications, and he came to the conclusion that the fortress would be able to resist for from one to two years or longer. He believed that the surrender was due to lack of ammunition for the heavy guns. Provisions had become very scarce, even horseflesh feeding ninety kopecs a pound, but he did not think that fact would in itself have necessitated the capitulation. When he left, in July, food was abundant, and it was very carefully apportioned by General Stoessel. He estimated that at the commencement of the siege the Garrison, not counting the sailors, numbered from 30,000 to 40,000. Mr. Koopchinsky did not care to venture on any prophecy as to the course of the war, but he had no hesitation in saying that he believed when it was over the Russians and Japanese would shake hands and become very good friends. He is remaining in Kobe for a few days and will then proceed to Shanghai, whence he will return to his own country.

THE LATE MR. FREDERICK MANN.

Few men who have lived in Shanghai have been more remarkable than the late Frederick Mann, who died the other day. He was remarkable for his kindness of disposition. He was never known to have said an unkind word about any one, although he could be a thing in his criticism to a man's face. This no doubt was the result of the remarkable career which was his, and from coming into contact with men of varied character in a country where it was advisable on occasion to remain silent.

Shanghai knows little of the life of a man who was so prominently associated with one of the most successful of Shanghai's industries. He served his time as a manufacturing chemist in England, where he married while still very young. The responsibilities of matrimony compelled him to seek the means of maintaining a comfortable home. It seemed to him in those days that Australia offered greater opportunities to an energetic man endowed with a natural gift for chemistry and its adaptation to the commercial necessities of the day. He accordingly migrated to that portion of the British empire, not at first, however, to find the golden Eldorado depicted in the circulars of emigration agents.

He was fond of relating to his friends some of the early experiences of his life in Australia, at a time when he found it a struggle, but nothing pleased him more than narrating how he used to turn an honest shilling by making boots for those who required them and how he travelled round taking photographs with the old wet collodion process. Later the demand of the gold fields and small industries for chemicals gave Mr. Mann his chance, and he rapidly made a name for himself, and also made a number of friends who supported him in many undertakings, especially when taking out patents connected with chemistry and chemical works.

Mr. Mann rose to a high pinnacle of fame in Australia as a brilliant chemist and one who was thoroughly versed in all branches of chemistry as applied to the arts and manufactures. In the early eighties he had made such a fortune out of his many patents as to enable him to retire home to England. While in Australia he was credited with being the inventor of dynamite, but not the patents, that good fortune fell to another.

He did not long enjoy the full fruits of his arduous labours and genius, as the Australian financial troubles of the early eighties enveloped him in their vortex. Mr. Mann had again to seek fortune, and he met in London Mr. Major of Great Bros., Shanghai, who said there was a major opening here for one of Mr. Mann's abilities. He accordingly decided to test the possibilities of Shanghai and arrived here about twenty years ago. Mr. Mann made the Acid Works of Shanghai one of the soundest industries in the Settlements.

Besides his natural bent for chemistry, Mr. Mann was a born mechanic, his wonderful neatness of hand and skill in the work of a chemist on the part of the laundry were commensurate with his handiwork. Motors and motor boats fascinated him, and latterly he was as much known in connection with them as with the Acid Works.

Another side of Mr. Mann's life which directly appealed to Shanghai was his love for sport. He was very keen about yachting and was until recently a constant tracker of the paper in our local cross country hunts.

He was a man admired as a friend, and his passing away will remove another link binding the Shanghai of to-day with the Shanghai of long ago. *Shanghai Times*.

JUNK RUN DOWN.

BY U. S. CRUISER.

The United States cruiser *Cincinnati* which arrived in this port from Chefoo last week, says the *Manila Cable*, of 8th inst. ran foul of a Chinese junk in the neighbourhood of Hongkong on her way out from here several weeks ago. The junk was standing out to sea, at night, with no lights displayed and the first warning those on board the cruiser had that any other vessel was near their path, was the crashing of timbers and the shuddering that ran over the *Cincinnati* as she ran the junk into the ribs of the untidy celestial craft. The terror-stricken cries of thirty or forty Chinese startled from sleep by the collision rang out in the darkness and the captain of the *Cincinnati* thought for a while that he was sending several hundred to the bottom. The boats were lowered at once and preparations to render assistance in event the luckless craft should sink were hastily made. Investigation revealed the fact that the junk had been cut nearly in two but her water tight bulkheads prevented her going to the bottom. The *Cincinnati* took the injured boat in tow and took her into port, where her master was given \$25.00 to cover a portion of the damage and the cruiser went on her way. The junk was entirely at fault, as she was found violating the rule that requires vessels to display lights at night and those on board her may be thankful that their folly and negligence did not cost them more dearly.

But one short speech will probably remain on History's page. When the Japanese officials were bowing before General Smirnoff at the railway station taking leave, and politely begging him to step into the same compartment in which General Stoessel was traveling, there rang out clear and distinct for everyone standing round to hear the curt reply, "I have nothing to do with that General." And Smirnoff, who had worked day and night upon the rampsarts stepped in with the common file who had done their duty, men smarting under the recollection that the first intimation they had received of the to them incredible surrender came when a week before they had entered the Russian Siemur was packing her trunk. "Does not Mr. Macgregor tell us that it is little touches like this that make History vivid. We can see the great, the General Stoessel with his foolish, unblinking confidence sitting comfortably in the special compartment, and the equally tall and fair, but bare, wary faced General Smirnoff erect though crowded among his brothers in arms in another, only the planking of a compartment and a fence hate between them.—MIC ARBIE told Little in *Singapore Mercury*."

THE HONGKONG REGATTA.

SUCCESSFUL INAUGURATION.

The first meeting of the Hongkong Regatta took place this afternoon and proved a great success both from a sporting and financial point of view. The formation of this, the latest addition to local rowing organizations, had the advantage of very strong support from the start, H.E. the Governor, not only displaying the keenest interest in the preliminaries, but himself offering for competition a valuable Challenge Cup, open to residents of Hongkong only. It was, therefore, not surprising that the initial meeting should have been fraught with all the conditions which ensure a successful outcome.

The course was an excellent one in many respects, but for the spectators, the implacable weather of the last few days made things very uncomfortable. A cold, piercing wind blew across the Harbour and the racing viewing circumstances were far from enticing. The course was off Wanchai, from the Yacht Anchorage to the end of Causeway Bay, outside Kellett Island for races in Naval boats, inside the Island for the races in light boats. The well known and comfortable Canton River boat "Kwong Tung" was moored off Kellett Island, where the Committee dispensed hospitality to a large number of ladies and guests, and from which a splendid view of the racing could be obtained. During the afternoon the capital band of H.M.S. "Gloria" (by permission of Vice-Admiral Sir Gerard Noel, Captain, and Officers) played a choice selection of new and popular music. The general arrangements were in excellent hands, and everything passed off smoothly and well. The gentlemen responsible for the happy state of affairs were:

Committee:—Col. L. F. Brown, (Chairman), Messrs. E. W. Mitchell, A. Chapman, G. A. Caldwell, F. W. Warre, C. H. Gale, H. F. Chard, (Hon. Treasurer) and E. R. Hallifax, (Hon. Secretary).
Officers:—Umpires and Starters—Messrs. C. H. Grace, W. H. Potts, and Mr. Hon. Gershom Stewart.
Judges:—Messrs. E. W. Mitchell, Com. T. L. Shelford, R.N., and H. P. White.
A start was made punctually, with the Gig race open to N.C.O.'s of the Garrison. Three boats turned out, but the West Kents secured a very easy victory. The pairs Randan Gigs produced a capital race between the three out of the four entered, of which Musso's men landed the prize by a good two and a half lengths.

Some considerable interest was manifested in the Interport Fours, probably in view of the easy manner in which Canton disposed of Hongkong at the last annual meeting of the V.R.C. It was a capital start, but early in the race, Canton rowing a much quicker and more defined stroke, took the lead, and at Kellett Island had an advantage of quite a length. Thence onward Hongkong improved their rowing but could not come in terms, Canton gaining the verdict somewhat easily by three quarters of a length.

The race for men-of-war's gigs and whalers brought out no less than eighteen boats, which was not surprising considering the imposing array of warships in the Harbour. It was a hard fought race the "Gloria" men winning virtually on the post.
All four crews entered turned out for the Junior Fours, but owing to the fact that no launches were allowed to follow the race a very good view could not be had from the flagstaff until after passing Kellett Island. Then it was seen that Barlow and his men had matters entirely their own way, and they won, slowing down by several lengths from S. Gidley. Most of the "oarsmen in this race appeared quite fagged at the close.

H. E. the Governor (Sir Matthew Nathan) and party arrived shortly before the race for his Challenge Cup. The four crews entered, all turned out but the early stages of the race were not discernible for the reason mentioned. The cadets were soon out of it and the race, which eventually became a most exciting one, lay between the Garrison and the Docks, of whom the first named passed the winning post just four feet to the good.

Following are details of the racing:—
GIG RACE.—12.45 p.m.—Open to N.C.O.'s and men of the Garrison. Course 1 mile. First Prize \$20; second prize \$10. Post Entries.
Royal West Kents 1
Army Service Corps 2
Royal Engineers 3
Time 9.13.

PAIRS RANDAN GIGS.—1 p.m.—Prize presented by Mr. E. W. Mitchell. Limited to residents of the Colony. Course half a mile.
Blue 1
Red 2
White 3

STATION NO. 3—BLUE: R. W. Pearson, L. A. Musso. Cox: R. C. Wittichell.
STATION NO. 1—RED: E. Kempson, R.N., M. R. Bernard, R.N. Cox: McGregor Robertson.

STATION NO. 2—WHITE: J. Wittichell, S. Gidley. Cox: H. Gidley.
Time 4.36.

INTERPORT FOURS.—1.30 p.m.—Prize presented by the Hon. Sir Paul Chater, Kt., C.M.G. Course 1 mile.
Canton 1
Hongkong 2

STATION NO. 2, CANTON—RED.
1.—Bow: R. Leslie (12.7), Andrews, C. Allers (12.3), W. Imhoof (13.2). Cox: A. W. Purnell 10.5.
Time 6.56.

STATION NO. 2, HONGKONG—BLUE.
2.—Bow: C. E. H. Beaves (12.0), C. McI. Messrs. (9.9), G. G. Franklin (12.4), F. W. Warre (12.5). Cox: G. A. Caldwell (8.5).
MEN-OF-WAR'S GIGS AND WHALERS.—2 p.m. Conditions as in Naval Regatta of 1904. Course 1 mile. First Prize \$20; Second Prize \$10. Post Entries.
Gloria 1
Alacrity 2
Ocean 3

MEN-OF-WAR CUTTERS.—3 p.m.—Prize presented by Colonel L. F. Brown. Condition as in Naval Regatta of 1904. Course 1 mile. First Prize \$20; Second Prize \$10. Post Entries.
Hogus 1
Hogus (barge) 2
Pangloss 3
Andromeda (Disqualified) 4

THE GOVERNOR'S CHALLENGE CUP.—3.30 p.m.—Prize presented by H.E. the Governor for annual competition. For four oars. Limited to residents of Hongkong. Each boat's crew to be drawn from a single unit, which is defined as—A Regiment, a ship, a Corps, the Volunteers, a Firm, or any other body of Gentlemen working together at the same profession or calling. If any of the above unit are not strong enough to provide a complete crew, then any combination of two similar units may be made. A Club is not included in the definition of a unit.
Garrison Crew 1
Docks 2
Albion 3
Civil Service 4

STATION NO. 1—RED. THE DOCKS.

Bow: R. W. Pearson, F. O. Day, C. J. Cooke, J. Wittichell. Cox: G. A. Caldwell.
STATION NO. 2—WHITE. A GARRISON CREW.
Bow: W. C. Cooper, R.E., W. E. Helmore, R.W.K., G. Elgood, R.W.K., O. Y. Hibbert, R.W.K., Cox: F. Jollin, R.W.K.
STATION NO. 3—BLUE: H.M.S. "ALBION."
Bow: R. M. Mack, E. E. Bartlett, C. F. Danby, T. J. Hallett. Cox: Rev. M. Mullineux.

STATION NO. 4—YELLOW: CIVIL SERVICE CADETS.
Bow: A. G. M. Fletcher, S. B. C. Ross, E. R. Hallifax, C. McI. Messer. Cox: J. R. Wood.
Time 7.15.

Owing to exigencies of time we were unable to publish a complete report of the very successful Regatta on Saturday. Continuing from the Governor's Cup, the Interport Fours produced probably the most exciting and interesting race of the day, Hongkong winning amid the greatest enthusiasm by the narrow margin of two feet. The last race, the tub sculls, was a capital exhibition of strength and endurance, Imhoof winning from J. Wittichell by half a length. Details:—

INTERPORT PAIRS.—4 p.m.—Prizes presented by Mr. H. N. Mody. Course 1 mile.
STATION NO. 2—HONGKONG.
Bow: G. G. Franklin (12.4), F. W. Warre, (12.5). Cox: G. A. Caldwell (8.5).

STATION NO. 1.—CANTON.
Bow: W. Imhoof (13.2), R. Leslie (12.7). Cox: A. W. Purnell (10.5).
Time 7 mins. 55 sec.

OFFICERS' GIGS AND WHALERS.—4.30 p.m.—Race for officers of the Fleet in Naval Gigs and Whalers. Conditions as in Naval Regatta of 1904. Course 1 mile. Prize presented by Major-General Villiers-Hutton, C.B.
H.M.S. "Albion" 1
H.M.S. "Gloria" 2
H.M.S. "Vengeance" 3
H.M.S. "Hogus" 4

TUB SCULLS.—Open. Prize presented by Committee. Course half a mile.

Station 1. E. Kempson; Station 2. L. A. Musso; Station 3. H. M. S. Holmes; Station 4. J. Wittichell; Station 5. A. N. Humphreys; Station 6. W. J. Terrill; Station 7. W. Imhoof; Station 8. L. Duran; Station 9. O. Y. Hibbert.
W. Imhoof 1
J. Wittichell 2
L. Duran 3
Time, 4 mins. 15 sec.

PRESENTATION OF PRIZES.
At the conclusion of the races, the prizes were presented to the successful competitors by Mrs. F. H. May.

H. E. the Governor then said: I have been asked by Mrs. May to present the prizes this afternoon, and I do so with confidence and conviction, because I know that Mrs. May is never more pleased than when giving pleasure to others. The origin of this new Regatta, held to-day for the first time, was my desire to help as much as I could sport in recollection of the time when I used to enter into two, three or four races. I consulted Mr. May, as I often do, as to how this should be done, and in view of the number of events that were already under the Victoria Regatta, we thought it best that I should give a Challenge Cup for a four-oared race later on in the season, and, by so doing, keep up the rowing for a longer part of the year. I then enlisted the kind services of Colonel Brown, and all the gentlemen whose names are here on the programme, as members of the Committee; and, owing to their zealous work in the matter, the original race developed into a regatta which has given us so much pleasure and interest to-day. We all owe our thanks to Colonel Brown and the members of the Committee for all their work, and both rowers and spectators owe their thanks to General Villiers-Hutton, Sir Paul Chater, Colonel Brown, Mr. J. P. M. Smith, and Mr. E. W. Mitchell, who have presented prizes to be competed for. I should like to express a word of thanks to Mrs. May, but as I have been speaking for her I must pass over that privilege and leave it to someone else. (Applause.)

Colonel L. F. Brown said:—I am sure the Committee, of which you have nominated me president, are pleased when you state the Regatta which you have this day inaugurated has, on its first occasion, proved such a success. Hongkong is particularly well situated for rowing and sailing, and the large number of members of the rowing clubs and sailing clubs at Hongkong testifies to the popularity of aquatic sports in this Colony. I think it is Mr. Ruskin who says that "Peace brings forth the virtues of a nation," and war brings forth the virtues of a nation. In a lesser degree I think that sport tends to bring forth the virtues of a nation. There is no doubt that the competitions which you have this day witnessed in the rowing boats—and also the sailing races which you saw sailed on that dirty morning of February 6th—bring forth many sterling qualities, qualities inherent in the British race, and which have enabled us to gain this island, and, for ever God's help, we will preserve it to us forever. I hope that this Regatta will be repeated many a day, and that the Challenge Cup your Excellency has kindly presented will be competed for with renewed vigour year by year. I must now thank your Excellency for inaugurating this Regatta and for presenting the handsome cup, the patrons and stewards for their assistance and attendance to this Regatta; and the subscribers who have come forth so nobly in ensuring success. I must also tender my best thanks to Mr. Hallifax who has worked assiduously in preparing all minor details of the Regatta; also I must thank Mr. Gale, who, by a happy inspiration, selected this new course, which, I think, is an excellent one; and Mr. Warre and Mr. Chapman, who superintended the racing arrangements. There is no man who understands this work better than Mr. Warre. His father has taught nearly all the oarsmen of England how to row, beginning at Eton, and following on at Oxford and Cambridge. The other members of the Committee I thank for the assistance they have given in the various departments. Lastly, but not least, I must thank the ladies for gracing with their presence this meeting, and Mrs. May for presenting the prizes, in recognition of which I hand her this. (Applause.)

The gallant Colonel then presented Mrs. May with a magnificent bouquet in a silver holder. Subsequently an interesting presentation was made to Mr. G. A. Caldwell, the popular athlete, and who has been connected with almost every athletic event in Hongkong for over twenty years. Colonel Brown spoke of the untiring energy of Mr. Caldwell in promoting interest in local rowing and asked his Excellency to present him with two mementoes. These took the form of a silver box and silver cigarette case. H.E. having graciously handed them to Mr. Caldwell the latter suitably acknowledged the honour, and said he would always be prepared to advance in any way sport in Hongkong.

The proceedings terminated with the usual cheers and "Vigors" for Mrs. May, His Excellency, the Visitors, etc.

HONGKONG AND WHAMPOA DOCK CO., LTD.

Following is the report of the board of directors to the ordinary yearly meeting of shareholders, to be held at the offices of the company, Queen's Buildings, on Monday, the 20th inst., at 12 o'clock noon.

To the shareholders of the Hongkong and Whampoa Dock Company, Limited.
Gentlemen.—The directors have now to submit to you their report, with a statement of accounts for the half-year ended 31st December, 1904.

The net profit for the six months after paying interest due and all charges, amounts to \$370,150.00 to which has to be added the balance brought forward from last account \$91,471.73

and from this have to be deducted—
Directors' fees \$10,000.00
Auditors' fees 750.00

leaving available for appropriation, \$364,880.76

The directors recommend that a dividend for the half-year of 12% or \$300,000, and a bonus of 2% or \$50,000, in all \$350,000, be paid to the shareholders; that \$16,591.66 be written from the value of Kowloon Docks, and the balance \$348,289.10 be carried to the new account.
The tonnage of ships repaired at the wharves diminished appreciably to temporary causes. A large shipyard shed adjoining the ship-builders plant has been completed. The electrical shop has been extended by removal of the galvanizing and sandblast plant to new quarters.

The entire foreshore frontage has been dredged by the Canton River to facilitate repairs of ships alongside.
A large twin screw vessel for the Yangtze, and a survey vessel for the United States Government have been successfully completed.

DIRECTORS.
Mr. J. H. Lewis and the Honourable Mr. C. W. Dickinson having left the Colony, Mr. H. P. White and the Honourable Mr. W. J. Gresson have been invited by the directors to the vacant seats at the board. These appointments require to be confirmed by the shareholders at this meeting.

In accordance with clauses 78 and 79 of the articles of the association Sir C. Paul Chater, Kt., C.M.G., and Mr. J. S. Van Buren retire by rotation, but being eligible offer themselves for re-election.
Sir C. Paul Chater, Kt., C.M.G., has been re-appointed chairman for the year 1905.

AUDITORS.
The accounts have been audited by Messrs. Thomas Arnold and H. U. Jeffries. The directors recommend Messrs. Arnold and Jeffries for re-election.
C. P. CHATER,
Chairman.

Hongkong, 10th February, 1905.

The following are the accounts for July to December, 1904.

ASSETS.
Aberdeen.
To Value of Aberdeen Docks, as per last statement, \$100,000.00

Kowloon.
Value of Kowloon Docks, as per last statement, \$2,285,937.85
Less amount since written off, 35,937.85

2,250,000.00

Amount paid in connection with purchase of Hongkong Lots Nos. 63 and 16 6,000.00

Working expenses of dredger Canton River dredging foreshore in front of iron store, &c., 12,675.10

Amount paid on account of removing hill at back of new fore, 200.00

Amount paid on account of new Electric Installation, 6,236.00

Amount paid on account of shipyard machine shed extension, 21,373.00

Amount paid on account of new galvanizing shop, 4,638.00

Amount paid on account of new stone piers and wharves, 1,232.00

Amount paid on account of new drawing office, 8,244.56

Cost of new machines for new fitting shop, 5,973.00

2,316,591.66

Cosmopolitan.

Value of Cosmopolitan Dock, as per last statement, 301,890.09
Less amount since written off, 1,890.09

300,000.00

Value of Tug, Dredgers, Launches and Lighters, 434,011.00

Sundry debtors, 365,846.80

Value of material on hand, 1,676,185.24

\$5,193,014.70

LIABILITIES.

By Shareholders for 50,000 shares of \$5 each, fully paid up, \$2,500,000.00

Admiralty loan, 20,000.00
Less Repayments, 15,405.18

\$2,484,594.82

Marine insurance account, 57,840.10

Sundry creditors, 33,500.00
Balance of profit brought forward from last account, \$505,471.73
Profit, 370,150.00

\$5,193,014.70

REVENUE ACCOUNT.
To Interest, \$47,824.78
Crown rent, 3,110.05
Fire insurance, 3,778.95
Office expenses, salaries, stationery and rent of head office, 37,363.97
Drawing office expenses and salaries, 11,773.66
Telegrams, 1,050.80
Legal expenses, 709.00
Marine insurance account, 5,000.00
Towage, 408.32
Profit, 370,150.00

By Net earnings of the company's three establishments, \$481,704.01
Dredger, net earnings, 1,054.52
Bonus on insurance premia, 902.21
&c., 602.21

\$483,660.76

F. G. O. E.

Hongkong, 10th February, 1905.

W. B. DIXON,
Chief Manager.

THOS. I. ROSE,
Secretary.

We have examined the books and vouchers of the company and hereby certify that the above statements are in accordance therewith.

THOS. ARNOLD, } Auditors.
H. U. JEFFRIES, }

THE ATTACK ON A EUROPEAN.

SIX MONTHS' HARD LABOUR.

The ricksha coolie who was charged with assaulting with intent to rob Mr. W. J. Scully and throwing pepper in his eyes, under circumstances already reported in these columns, was placed before Mr. Kemp this morning, when evidence was given by Mr. W. A. Ward as to complainant's leaving the Hongkong Hotel on Thursday night, and driving away in a ricksha.

The charge was held proved. Mr. Kemp then asked Mr. Scully how long he was going to remain in the Colony, as he could only give the man six months' hard labour and his ship did not consider that quite sufficient to meet the offence. Mr. Scully said he would be leaving in a few days, and would not be able to appear to prosecute at the Criminal Sessions. His Worship then said he must in that case deal with the matter himself, and sent the accused to six months' hard labour. Other arrests are expected to follow.

SINGAPORE DOCKS.

"PRICES HIGHER THAN NEED BE."

Most of the public consideration in connection with the weighty business of taking over the Tanjong Pagar Dock Co., has hitherto been in connection with the price to be paid by the Colony to the shareholders for their shares. This is directly of interest to the comparatively few shareholders, and indirectly to the taxpayers of the Colony, who, if the concern on the new management cannot be made to pay expenses, will have to pay the difference from the general revenue of the Colony. We (Singapore Free Press) do not think there is any rosy financial future in store for the revenue from the time the Colony assumes the duties of wharfingers to all and sundry His Britannic Majesty's (and numerous alien) vessels. Neither do we anticipate any great loss, unless the inevitable arbitration goes hard against Government.

In any case these considerations are not paramount. The chief points are: Will our commerce be better served by the Colony's management? Will the cost of handling and storing goods be less? Will the Board be able to repair ships more quickly and cheaply than at present? It must be remembered that the business of the Board resolve itself into two main divisions—wharfingers, and docking and repairing. The wharves must obviously be retained under the control of the Board, to be generally used, on the principle first come first served. We take it there can be no question of reserving any particular berth for any particular vessel or line, as is done at present—when the improvements are carried out there will be little need for it, but they will not be completed for many years.

But will the monopoly of the Tanjong Pagar Dock Co., as to repairs and docking, to any thing of building vessels on the most eligible site in all Singapore, be maintained under Government? This is obviously a question that largely concerns the trading community, for high prices for repairs and docking mean dear freights, and dear freights affect the whole of commerce of Singapore as a distributive centre. At present, we understand the Dock Company, doubtless in the interests of its shareholders, rigidly taboos the passage over its premises of a single plate, piece of machinery, pot of paint, barrel of cement or fathom of line that has not passed through its own stores. Notman aboard a steamer is allowed to go down into the dock and help in repairs to a vessel. Not a nut can be taken off by the ship's own engineers, or those of the outside firm employed regularly by the owners to keep their vessels in trim. The closed gate shuts out all competition and thus prices are kept higher than they need be. Docks and machine shops have to pay for coal storage. On general principles it seems difficult to justify the carrying on by Government, at the public expense and risk, of a ship-building or repairing business that competes with private firms carrying on the same line of business. There are certain businesses that may be carried on by government and municipalities in the public interest—such as that of letter carrying, gas-making, water supply. In all these matters the public interest is best served by direct administrative control; there is no private company working for profit that could as well serve the public in these matters, unless they are given a monopoly, which is apt to become a dangerous privilege. But in the repairing of ships there are several firms in Singapore who work on a large scale and are just as competent to serve the public, and do so serve the public, without being given any monopoly. Their competition, within certain legitimate limits, chiefly that of doing equally good work for a less sum, is an advantage to the shipowner, directly, and indirectly, as we have said, to all who are concerned in cheap freights; that is everybody in this island. The question, therefore, is, will the Government Board continue to keep up the rigid taboo of all outside work and material used in ship repairing and docking. If it does, farewell to any advantage in economy to ship-owners in this particular direction. If it does not, how does it hope to fare in open competition with private firms allowed to undertake similar work? Continue to make money? We row not, deprived of the unique advantage offered by having their premises reserved for themselves. And if outside workers be allowed to come in, what price a remunerative return for all the money invested in the machine shops, stores, &c.? Leave the machine shops and works, we hear some one suggest. But who is likely to take up a lease unless they are guaranteed the monopoly that alone can make them pay? Here is a breakfast table problem of the knottiest. And it has this merit, that a satisfactory solution will go far to really better the Port, by introducing healthy competition in ship repairing, and to a lesser degree ship-building and docking.

To a lesser degree of practical interest as an important factor in improving the facilities of the Port, which after all, is the main justification for Government expending the present Company.

THE Very Rev. Francisco Rodriguez Novai has been appointed successor to the Very Rev. Evaristo Torres, in his office of Procurator in Hongkong for the Dominican Missions in the Far East.

JEWISH FESTIVALS.

The Headquarter Offices have published the following copy of War Office letter for information:—

"I am directed to inform you that, provided exigencies of the service permit, approval is given for passes to be granted to all soldiers of the Jewish persuasion, who may be desirous of observing the undermentioned Festivals during the current year, and I am to request that you will be so good as to issue the necessary orders accordingly:—

Passover, 4 days, April 20th, 21st, 26th, and 27th. Pentecost, 2 days, June 9th and 10th. New Year, 2 days, September 26th and October 1st. Day of Atonement, 1 day, October 9th. Tabernacles, 4 days, October 14th, 15th, 21st and 22nd.

TURF TOPICS.

11th inst.

A delightful morning, to-day witnessed the gathering of a large crowd at the rails of interested spectators and members of the sporting fraternity. Among those present were the Governor (Sir Matthew Nathan) and his A. D. C.; there were also a good many ladies whose presence is a welcome zest to the conviviality of these pleasant gatherings.

All gallops were performed on the grass track on a fast course. The times are recorded below:—

Zodiac opened the ball, with a 4 mile spin in 34 3/5, 1.05.

Polka and Border Raider, 1 1/2 mile, 34 1/5, 1.04 1/5, 1.45 4/5, 2.21, 2.53 4/5.

Cosmopolitan and Ard Patrick, 1 1/2 mile, 34 2/5, 1.02 1/5, 1.46 2/5, 2.21 2/5, 2.52.

Cacannie, 1 mile, 37 2/5, 1.13, 1.43, 2.20. Ledbury, Croome, ("boy" up), and Heythrop, 1 mile, 36, 1.12, 1.47, 2.20. Ledbury was first, and Croome and Heythrop second and third respectively.

V. W. H. and Berkeley, 1 mile, 35 1/5, 1.11, 1.47, 2.19.

K. O. S. B. and Lanark, 1 mile, 35 1/5, 1.15 2/5, 1.50 1/5, 2.23.

Black Monday and The Duke, 4 mile, 35, 1.14, 1.43, 2.18. Black Monday proved himself the better of the two.

File, 4 mile, 35, 1.08 2/5, 1.40 3/5. Fiscal, 4 mile, 40, (2), 1.54, (1), 3.05, 3.36. Gem Rose, 1 1/2 mile, (7), 35, 1.13, 1.49, 2.23, 2.55.

Ocean, 1 mile, 36 1/2, 1.11, 1.44, 2.18. Policy and Rosy Morn Rose, 1 1/2 mile, 34, 1.09, 1.45, 2.21, 2.56 4/5.

Rare Rose, 2 miles, 41, 1.21, 1.52, 2.43; 3.34, 4.01, 4.37, 5.11.

La France Rose, 1 1/2 mile, (7), (7), (7), (7) 2.53, 3.27.

Coronet Rose, 1 1/2 mile, 36, 1.10, 1.43, 2.16 2/5, 2.48 2/5.

Empress of India Rose, 1 1/2 mile, joined by High Frequen y, 1 1/2 mile, 39, 1.18, 1.54 3/5, 2.28, 3.03, 3.37, 4.13.

Invincible Rose and Lamarque Rose, 1 1/2 mile, 36, 1.10, 1.44, 2.19, 2.55, 3.30.

Esquimalt, 1 1/2 mile, 37, 1.14, 1.47, 2.25, 3.0, 3.32.

Halifax and Algerie, 1 1/2 mile, 37 2/5, 1.12, 1.46 2/5, 2.22, 2.57 2/5, 3.33 1/5. Algerine was pulled hard to give a chance to his companion.

Patrimony, 1 1/2 mile, 37, 1.14, 1.48, 2.23, 2.57 3/5.

Forward, last 4 mile, 36, 1.10 3/5. Highland Laddie, 1 mile, 34, 1.08. Highland Chief, 1 1/2 mile, joined by Fling, 1 1/2 mile, (7), 35, 1.09, 1.44, 2.19.

Saxon King, 1 1/2 mile, 36, 1.11, 1.47, 2.23, 2.57. Norman King and Umbrian King, 1 mile, 34, 1.09, 1.44 1/5, 2.17 3/5; the Derby favourite was first.

Scotch King, 1 1/2 mile, 38, 1.15, 1.49, 2.24, 2.59, 3.33.

Hether King, 1 1/2 mile, 36 1/2, 1.16, 1.51, 2.26, 3.01, 3.31 1/5.

Prairie King and Jungle King, 1 1/2 mile, 4, 1.16, 1.55, 2.31, 3.05

the 24th December. The *Shunten* is a two-decked, steel, screw steamer, of 2,732 tons, net register and was built and engine by the Scott's Shipbuilding and Engineering Co., Ltd., of Greenock. The principal dimensions are: length, 267 feet; breadth, 40 feet; and depth, 17 feet. Her forecastle deck is 34 feet in length and the bridge deck 50 feet. She is fitted with triple expansion, surface condensing engines, with cylinders 21 in., 34 in., and 50 in. in diameter, by 39 in. stroke.

INCIDENT ON "PIRO."

According to Manilla exchanges of 8th inst., a Japanese steamer passenger on the steamship *Piro*, who was being detained on that vessel owing to a very infectious eye disease called trachoma, escaped from the ship. The medical officers are careful in regard to admitting immigrants suffering from this disease to the country, and this man was to be returned to Japan. The only trace of him which could be found was a line over the port side of the ship, indicating the method of his escape. It is supposed that some of his friends ashore knew of his detention and sent a banca out for him or engaged the services of some Japanese fisherman. There is a heavy penalty for allowing detained passengers to land, and although Captain Ronger took the usual precautions in the case, he is liable to be fined \$1,200 as a result of the man's escape.

DISLOYAL CONTRABAND CARRIERS.

The masters of foreign steamers captured by the Japanese are reported to have said that they entered into agreement with their Russian employers by which each vessel received ¥40,000 for its services, ¥20,000 at the port of departure and the balance at Vladivostok. There are many stories current of the disloyalty the Russians are being treated by those they employ to carry contraband to Vladivostok. It will be remembered that several steamers have been captured in the Tushima Straits on their way to Vladivostok. To the landmen nothing appears more certain than that steamers should be captured when passing through these straits, but it is alleged that captains carrying contraband desire nothing more than fall into the hands of the Japanese. It is asserted, says the *Japan Chronicle*, that from the captain down the crew have received handsome "consideration" from the Russian agent at Shanghai, and the agent having already placed in the bank a sum which easily covers the steamer's value, the mercenaries have nothing to lose by steering into Tasho instead of Vladivostok. Probably the stories are baseless, but it is certainly remarkable that so many vessels laden with contraband have chosen to pass through the Tushima Straits.

DISABLED STEAMER

TOWED 200 MILES TO HONGKONG.

A rather exciting adventure befell the steamship *Merionethshire* this morning. The weather was very bad, and when a vessel was discovered flying signal of distress, it was thought that no means could be employed to render assistance. It turned out that the vessel was the steamship *Oscar II*, of Bergen, whose main shaft had broken. The officers of the *Merionethshire* tried to reach the vessel by means of rockets, but these failed. The third officer, Mr. Smithers, then gallantly volunteered to take a boat to the distressed vessel, and after great difficulty he succeeded in getting alongside the *Oscar II*. So rough was the sea that the crew of the lifeboat had the greatest work before them to prevent the boat capsizing, and on two occasions it seemed as if nothing could avert disaster, but Mr. Smithers managed to get alongside the ship. Even then danger was apprehended from the tossing of the *Oscar II*, but the skilful manœuvring of the lifeboat saved the situation. A line was sent aboard, after a great deal of trouble, and the *Merionethshire* proceeded on her voyage to Hongkong with the *Oscar II* in tow. The *Merionethshire* arrived here at noon, when the *Oscar II*, which had been towed something like 200 miles, was safely anchored.

The crew of the British steamer *Boatry*, recently seized by the Japanese and taken to Sasebo, have been released by the authorities and sent to Nagasaki. The crew consists of six English officers, a German, Swiss, and thirty-five Chinese.

Captain Hager of the German s.s. *Hohnstien* reports:—"On a voyage from Soerabaya to Hongkong the vessel struck in Macassar Strait on 5° 56' South and 105° 13' East of Greenwich an uncharted coral rock. The Light of Dayan Dayangan bears E. by N. magnetic, distance 10 miles off."

The *Glasgow Herald* Shipbuilding and Engineering Annual for the past year gives some very interesting information regarding the progress of Colonial shipbuilding in various parts of the British Empire. Speaking of Canada that journal says that progressive as that country is there are more hopes of shipbuilding in other and more outlying portions of the Empire. In the report of the Hongkong and Whampoa Dock Company, for instance, there may be noticed a large steamer. This vessel is the largest yet built at the port and a few years ago the Company would have hesitated very much before attempting such a contract.

But now they can take such orders and can compete with other builders in any part of the world, in spite of the fact that all materials have to be imported. The vessel referred to is the *Kin Ling*, which is of 3,700 tons register and 1,600 h.p.

THE "SILVERBURY."

This salvage party to recover the *Silverbury* and later attempt to extricate the *Baron Gordon* from the Bombay Shoal, left by the *Progress* this morning. The party, under Capt. Owan Wilks, is well equipped with appliances and a skilful personnel as detailed by us the other day. It is to be hoped that success will attend the expedition.

GOING HOME.

RELIEF FOR DESERVING CASES.

The case of the two unfortunate young men, Messrs. Waddington and Rae, who were brought out from home to take up appointments under contract on the Manila-Dagupan Railway, Philippine Islands, and who were dealt with under the Philippines Alien Immigration laws, with the result that they had to spend a long time in the local House of Detention, is too new in the minds of our readers to need any recapitulation as to details. It will suffice for us now to say that our representations of their case, so deserving as it is, has borne good fruit, and we are pleased to be able to announce that passages have been secured for these unfortunate men, by the Government on the s.s. *Ajias*, sailing on Monday next for England. The men are of course destitute, and a few sympathisers have kindly promised donations, in their behalf, in order that they may have a little money in hand on arrival in the home country. The case has been of so distressing a nature that it has appealed to the Government, which has done all, and more, than could have been expected of it, and it is sincerely hoped the assistance and relief now afforded will enable the men to re-secure their old positions in England.

RACING IN HONGKONG.

WHAT IT COSTS TO KEEP A STUD.

16th inst.

According to the expert's opinion the racing at Hongkong this year should be the best that has ever been seen at Happy Valley. The expert was Mr. G. T. Turner, of Kennedy's Stables, the manager, Mr. G. W. Gegg, having gone to the race course "to try the Princes." Mr. Turner also gave the tip that Cotswold was a sure thing for the Derby, qualifying his remark, however, by hinting that those who backed outsiders would at least have a run for their money. The discussion which arose over this point led to the question—"What does it cost to keep a racing stud in Hongkong?"

In the opinion of the expert it is cheaper to keep a racing stud in Hongkong than in Singapore, and it is about the same here as in Shanghai. But that does not lead us much further. Coming to fact, Mr. Turner read the list of prices charged at Kennedy's Stables for stabling and training p-nies. Waters in training cost \$15 a month; China ponies in training are \$10 a month, and there are \$3 for sundry expenses. It has to be borne in mind that all the "studs" are kept at Kennedy's Stables with the single exception of Jardine's, and at the present time there are no fewer than 75 horses in training.

The training season starts in November, and it may be interesting to describe how the ponies are brought here. After the subscription list has been made up, the Hongkong Jockey Club sends a clerk to the Hongkong Horse and Carriage Club to get the number of horses required—this year it was 55. The conditions are pretty general, the most important being that the horse must have covered three-quarters of a mile in 1 min. 40 secs. The price of these griffins ranges between \$250 and \$300. When they arrive at Hongkong they are in what is technically known as "the rough." When this year's ponies arrived in Hongkong nobody could tell whether they were good or bad; they looked as if they had just come off a paddly field. The "rough" is soon worn off, and the qualities of the animals begin to appear.

The subscription ponies this season came down in four batches, and the last two lots had apparently been galloped only a few times—just long enough to see that they covered the three-quarter mile in 1.40. Their coats were soon removed and the ponies were tried on the race course. Some of them showed fair speed, but the majority of them were poor. That is not to say that the racing will be poor. Mr. Turner remarked that better racing is expected this year than has ever been seen before, and what is more to the point they expect to beat the times made last year. That brings us to the upkeep of a racing stud.

Suppose an owner started his stable in November and kept it at training strength till the races in February, he would have a debt of \$100 to pay. Take the case of an owner who has six horses in training. Each horse will have cost \$160 for absolutely bare necessities. Put the price at \$150 and you will not be far wrong. There are a hundred and one things to provide for the comfort of the animals, and any one who has had to deal with horses knows how the expenses mount up. To keep six horses in training, in fact, means an outlay of \$2,000 at the very least. It may be more; it would be a clever man who could make it less. And after all, the ponies may turn out worthless. After the races they are put up to public auction, and the horse that has led its owner into expenses running up altogether, including its purchase price, to \$700 or \$800 may be sold for \$50 or \$60.

With regard to Derby griffins, these are bought by the owners themselves. They are kept at Kennedy's Stables, it is true; but the owner has more interest in their performances, and is more careful with the times than he is about the other ponies which comprise his stud. He stands to win or lose a large amount. The pony may be brought into the pink of condition and at the last moment go right off. Racing at best is a ticklish business.

With regard to the racing conditions at present, Cotswold is given as a certainty, as already stated. The Shanghai jockeys will be on the ground this week and the finishing touches will be given to the ponies. The course is in good order, and it is only to be hoped that the rain will keep off till the races are over.

HONGKONG STAMP REVENUE.

11th inst.

In 1904 there was an increase in the stamp revenue of the Colony of \$25,105.66, the total amount received being \$341,460.21 as against \$315,356.35 in the year previous. The largest increase was under the heading "embossed stamps" which brought in no less than \$12,790.40 more than was the case during 1903, while the greatest decrease was that derived from embossed stamps which showed a falling off of \$73,933.31.

CANTON NOTES.

(From Our Correspondent.)

Canton, 13th February.

S.S. "SAN CHEUNG" BREAKS OWN. The s.s. *San Cheung*, which left Hongkong last night, for this port, did not arrive until after 9 o'clock this morning. On inquiry as to the delay it was found that she had had to make most of the journey working only one propeller, the shaft of the starboard propeller having met with accident.

THE "TAT-WAN." Messrs. Hutterfield and Swire's steamers *Tat-wan*, which has been lying in the Back Reach for some days last night attempted to cross the Honam inner anchorage, without a pilot aboard, and took the ground where she is still lying at the time of writing (5.30 p.m.). She is expected to float off to-night if tide proves favourable; she is at present lightening, discharging her cargo into lighters and junks which were dispatched to her as soon as she took the ground.

NEWS ITEMS. Ordinary business is at last assuming the usual tenor of its way after the enforced holidays consequent upon a China New Year. There are no less than sixteen Ocean steamers in the anchorage and another eight still lying at Whampoa waiting to come up to Canton. The steamers' officers during the holidays have been well entertained by the Customs Staff, and a French play was given at the Canton Club Theatre by the Canton Amateur Theatrical Society. Last Saturday evening a concert was given at the Customs Club, which concluded a week of frivolity.

A concert was given by members of the Customs at Honam and was given as a farewell to Mr. Thomas of Robinson & Co's, who is leaving Hongkong to take up the firm's interest in Shanghai. Amongst the artists were Messrs. Morgan, Craig, Daniel, and Husted. Mr. Thomas, acting as accompanist, also giving some good selections. A whistling solo and an imitation of Paderewsky were thoroughly enjoyed. Mr. Thomas left by the s.s. *Wan An* on Monday morning.

The weather has been bitterly cold lately, and it is reported that at a dock this morning there was ice on board the ships in harbour. Later in the day the sun tried to put forth its long expected rays and the thermometer went up a little. At about noon the sun shone beautifully. A rain storm last night must have cleared the air. The lowest thermometer reading this year is 35° Fah.

Canton, 15th February, 1905.

THE VICKROY.

It is stated in the city today on good authority that the Viceroy of the Two Kwang, H. E. Tsan, has been recalled and will take up the Viceroyalty of Chihli. He is at present in Wuchow, and according to report from that city is in excellent health and spirits, contrary to the reports circulated in this city a few days ago that he was seriously ill.

A COLLISION.

The French steamer *Paul Beau*, plying between Canton and Hongkong, left Canton on her usual run at 5.30 p.m. on Monday evening. The British steamer *Kwang Tung* left about the same hour and both proceeded down the front reach of the harbour. When nearing the approaches to the Whampoa Barrier the *Paul Beau* slowed down to cross and the *Kwang Tung* unable to get clear collided with the stern of the *Paul Beau*. As both steamers were proceeding at slow speed very little damage was done.

MISCELLANEOUS.

The Military College at Whampoa has for some long time past been controlled by Japanese agents of whom there are five instructors. It has been for some months rumoured here that the Chinese were on the first of this year (14th of February) to cut their queues off, but little credence was given to the rumour.

On last Monday (10th of 1st moon) some surprise was evinced when it was stated that military officers had disposed of their pigtail, and no truth was attached to the report. On inquiry, however, it was elicited that many of the Chinese officers (naval and military) had really cut them off. I have seen two officers who have discarded their appendage. They are supplied with peaked caps and their uniform coats are much more military looking than heretofore and are bedecked with gold braid, as emblems of rank. They present a much smarter military appearance. It is expected, and is advocated by the Japanese instructors, that all military men should discard this old-time appendage.

Dr. Razlog, of leprosy-fame, is at present in this city, practising and his agent commenced his experiments amongst the lepers, but not on such a large scale as before. His patients are now kept in beds on the river.

Canton, 17th February, The Hongkong and Macao Steamboat Co's s.s. *Pusan* (Capt. R. D. Thomas) on her usual run from Hongkong this morning took the ground on Tai Chek Barrier where she remained about two hours and did not arrive at Canton until about 9.30 a.m. The accident was caused by a junk getting in the barrier passage and the Captain, in trying to avert a collision, must have put the helm a trifle too far over, causing the vessel to take the ground on the southern side of the barrier passage.

This is a somewhat dangerous passage as the southern side is composed of granite stones, although the removal of Tai Shek Barrier has been commenced and a very large quantity of stone has been removed the difference in depth of water at this point is less than three feet. Blasting operations are in progress on this barrier which were made by a number of junks, laden with granite, by being sunk at this point and having been submerged for nearly sixty years have cemented themselves together.

SINGAPORE DOCKS.

In connection with the taking over of the Tanjong Pagar Dock Company's undertaking by the Colony, there is one supremely important point, remarks the *Free Press*, that has not yet been touched upon. In what position will the new Directing Board or Trust stand as compared with the Tanjong Pagar Board of Directors as regards supplies of material and machinery? We trust that the management will be in a perfectly independent position. Consider for a moment what it would mean if that supremely contemptible business anachronism, the Crown Agents, were to put forward pretensions to handle the supplies of materials for the new Board. The very idea is a nightmare. We do not want any more red flannel petticoats instead of trousers, which was what, for the Medical Department, the Crown Agents' intelligence was once equal to.

It is some comfort to know that the local Government has gone far to make such a detestable impossibility by declaring that it will place the business management entirely in the hands of the selected Board, and will only exercise control in matters of policy, that is to say, we take it, where due recognition has to be given to necessities, Imperial or naval, arising out of political relations, and thus outside the mere working of the Port as a commercial maritime facility. Seeing that the great programme of dock building and wharves reconstruction will be outside the purview of the Colonial Public Works Department, and will be carried out entirely by the engineering staff and contractors of the Harbour Board, we do not well see that the Crown Agents can invent any pretext for intruding. They may rest content with their erection of a monument to their own extravagance and incapacity in the form of the Singapore-Kranji Railway, and with the consciousness of having worked mischief enough to make their name a local by-word for a generation.

COMMERCIAL.

Quotations for the week close as follows:—
Hongkong Banks ... \$725 b. \$77.10
National Banks ... 36 5a.
Union Insurances ... 697 1/2 b.
China Traders ... 59 5a.
Canton Insurances ... 267 1/2 b.
Hongkong Fires ... 315 b.
China Fires ... 93 5a. and b.
H. C. & M. Steamboats ... 26 b. ex div.
Indo-Chinas ... 126 b.
Douglases ... 33 1/2 b.
China Sugars ... 225
H. K. & Whampoa Docks ... 210 b.
Hongkong Wharves (old) ... 103 1/2
do. (new) ... 101
Farnhams ... 150 b.
Shanghai Wharves ... 140 b.
do. (new) ... 137 1/2 b.
Hongkong Lands ... 130
Hongkong Cottons ... 14
Green Island Cements ... 29 b.

WEEKLY SHARE REPORT.

Messrs. Benjamin, Kelly & Potts write in their report of 17th inst.:—"The market during the week under review has remained quiet, principally owing to the continued tightness of money, but rates on the whole have ruled fairly steady. The Green Island Cement Company, Ltd. has advertised its sixteenth ordinary annual meeting of shareholders for the 21st February."

The transfer books will be closed from the 24th inst. to the 6th prox. both days inclusive.

Banks.—Hongkong & Shanghai Banks have been in demand and have changed hands at \$725, closing with further inquiries. In London, the quotation has risen to £77.10. Nationals have been sold at \$36.

Marine Insurances.—Cantons have found buyers at \$200 and \$267 1/2 and close in further request at the latter rate. China Traders have been done at \$38, \$38 1/2 and \$59. Unions can be placed at \$697 1/2. Yangtzes and North Chinas are quiet at quotations.

Fire Insurances.—Hongkong Fires have further appreciated in value and are now inquired for at \$15. China Fires have been bought at \$9 and more shares are wanted.

Shipping.—Hongkong, Canton and Macao Steamboats have improved and are in demand after sales at \$3 1/2, ex the dividend of £1 paid on the 15th inst. Indo-Chinas have been negotiated at \$125 and \$26, closing steady. There are buyers of Douglas Steamships at \$33 1/2 while China and Manillas remain without change at \$33. Star Fernes are quoted at \$38 and \$39 for the old and new shares respectively.

Refineries.—China Sugars have been booked at \$26 and \$25 and are inquired for at the latter rate. There is no alteration in other stocks in this section.

Mining.—Chinese Engineering are in demand at Tls. 7.60 after changing hands at Tls. 7.50. Rauba have been booked at \$3 1/2.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks continue in request at \$210. Farnhams were sold at declining rates down to Tls. 145 but have since recovered and now close in demand at Tls. 150. Kowloon Wharves have inquiries at \$102 1/2 for the old, and at \$110 for the new issue. Hongkong Wharves are still inquired for at \$11. 140.

Lands, Hotels and Buildings.—Hongkong Lands have been disposed of at \$150. Shanghai Lands are reported sold at 115. 115 is the final dividend and bonus of Hongkong Tls. 5 paid yesterday. Hongkong Hotels continue in request at \$141. Humphreys Estate have been dealt in at \$11.60; the closing quotation is \$11. 100.

Cotton Mills.—Sales of Hongkong Cottons have taken place at \$14.

Cigars and Tobacco Factories.—Owing to the announcement of a final dividend of Tls. 6 per share, Sunnats have jumped to Tls. 75 and are wanted at the rate.

Miscellaneous.—Green Island Cements have been purchased at \$19 and close with further buyers. Hongkong Ice has sellers at \$142 ex the final dividend of \$13 paid on the 15th inst. China Prods have been done at \$83 and \$83 1/2. Electric (old issue) have improved to \$15 1/2 and Steam Laundry (new) can be placed at \$34. Steam Water-boats have been fixed at \$19. Central Stores (new issue) are asked for at \$7. Shanghai G. S. shares have advanced and can be placed at Tls. 110. The Company will pay a final dividend of Tls. 5, making Tls. 8 1/2 per share for the past year. Langkats have declared a first interim dividend of Tls. 73 per share account 1905, payable (probably) on 15th March. Shares have weakened to Tls. 265 at which rate, however, there are buyers.

TARNHAM BOYDS.

Messrs. Moller Bros. state in their circular that the "well devised scheme of Mr. J. R. Twentyman, in disposing of all the Shanyhai Docks and their properties" to some unknown European corporation, does not seem to have borne the fruits of success; the time for its completion is now well overdue, and those parties filled with great promises as to the result are now anxiously looking forward to a duly expected consoling wine. In the meanwhile dockages, repairs, etc. are being attended to as punctually, smartly, and economically, as heretofore. All of which is interesting seeing that shareholders will not have long to wait for the consummation of the scheme.

PUNJON MINING CO.

The Straits Government has formally cancelled the Punjon Mining Co's lease in Pahang, owing to its failure to comply with the stipulated conditions. The area involved is 50 square miles in extent.

PORTNIGHTLY REPORT.

Indian Yarn.—Since the issue of our last report on the 27th ult., our yarn market has shown some signs of firmness in view of the downward course in Exchange, and about 5,000 bales have changed hands, prices showing in some instances an advance of 50 cents to \$1 per bale. The market closes quiet but steady. Shipments to Shanghai and Northern ports about 2,500 bales. Unsold stock is estimated at about 45,000 bales. Arrivals 22,025 bales.

Local and Japanese Yarn.—No business is reported.

Raw Cotton.—The market has been lifeless and notwithstanding a concession of \$1 to \$2 per picul, no better business can be induced than the sales of a few parcels aggregating 185 bales superior Bengal at \$21 to \$23; stock 4,200 bales.

China kind.—No business is reported. The unsold stock is 12,000 bales.

Malwa Opium.—Sales are reported of about new 12 chests at \$1,075 to \$1,100, old 30 chests at \$1,150 to \$1,230. Older 20 chests at \$1,280 to \$1,350. Stock is 1,455 chests. Uncleared stock 65.

Banars Opium.—Sales are reported of about 673 chests at \$1,010 to \$1,165. Stock 3,775 chests. Uncleared stock 1,600.

Banars Opium.—Sales are reported of about 255 chests at \$1,090 to \$1,150. Stock 977 chests. Uncleared stock 576.

Persian Opium.—Sales are reported of about 45 chests at \$880 to \$910. Stock 2,130.

Exchange.—We quote to-day on India Rs. 143 1/2, on London 14 11/16.

FREIGHT REPORT.

In their report of 11th inst., Messrs. Lanke and Rogge state:—

There is very little fresh to say in regard to freighting matters, the effect of the Chinese New Year holidays having made itself felt more than usual and though a week has passed since, chartering operations have not yet been resumed. In fact, it may take some time longer before a large business will be on record, principally on account of the Southern rice markets being very late this year, but, judging from all appearances, we think it is pretty safe to predict a rise in freights, which should continue as the opening of the Northern ports draws near. Tonnage—referring to suitable steamers of small and medium size of light draft with tween decks, &c.—still remains scarce and it will be difficult to fill the various inquiries which are certain to crop up at no distant date.

As to details of the chartering business that has transpired during the past fortnight, the list of settlements overleaf speaks for itself. Suffice it to say that, for reasons already mentioned, no reliable quotations can be given as far as any of the Southern markets are concerned, excepting, perhaps, Saigon/Philippines, in which direction there have been actual inquiries resulting in the settlement of a couple of

steamers and the demand, though for boats of small size only, still continues.

Coal freights from Japan ports have experienced a further drop partly on account of several large carriers having to find their way down South again and partly in consequence of coal being in short supply. We have not heard of any settlements locally, but believe tonnage could be had for this month's loading at \$1.50 per ton and in proportion for other destinations.

On monthly terms, four steamers have been taken up as per list of settlements, all of them being intended for special business.

Sail Freights.—No change to report.

Sail-tonnage loading or to load.—For New York and Baltimore, British ship *Geo. T. Hay* arrived 21st December, from Cebu.

Disengaged.—British ship *Forest Hall* 1,991 tons.

Departures.—None.

MANILA HEMP.

In their circular of 31st ult., Messrs. Warner, Barnes & Co. state as follows:—

The market has ruled quiet over the past fortnight, part of the arrivals at this were placed at basis of P.C. 18.50 to P.C. 19 for current, and part have gone to store in hopes of better prices shortly.

Values seem only held down by the continued bear selling on home side and from appearances we judge should this pressure be withdrawn there would probably be some recovery here.

It must not be lost sight of that it is very difficult to get prices in the producing provinces for any length of time, and without affecting production, under the partly of P.C. 17 for current, say P.C. 18.25 placed in Manila, with exchange at 2/11=38 c.i.f.; and that during the past two years this has been about low water mark; the fact of hemp selling cheaper from time to time in the home markets has been due to exchange fluctuation or bear manipulations.

The prices at which hems are selling to-day in London say 236 c.i.f. at 50/11=11 and 1/11 exch., is only the equivalent of P.C. 17 in Manila or P.C. 15.75 in provinces, and it is perhaps worthy of record that when hemp was sold in London in 1903 at 230 c.i.f. for current with exchange 1/9 and freight 40/11 meant P.C. 16.83 in Manila, and 1. C. 15.63 in provinces, and that the lowest range of prices in the provinces was then about P.C. 17 for current.

With exchange now on a gold basis any large variation in rates is most unlikely.

It may be urged that the higher exchange should lessen cost of production by enabling imported food, clothes, and other necessities to be laid down more cheaply, but this seems neutralized by the higher general taxation. At all events the claim is universal amongst natives that no ultimate benefit accrues to them from the higher exchange value of the conant dollar.

There is also perhaps an idea that cost of production may be diminished by the use of hemp cleaning machinery, but people who are the best acquainted with the difficulties of adapting machinery to cleaning hemp trees, growing for the most part in a roadless country, and often surrounded by forest, appear to have little confidence in such an invention. To get machinery to the hemp plantations or the hemp trees to the machinery offers equal difficulties, and even if these difficulties could be overcome it apparently would be impossible to reform the whole procedure of hemp cleaning in a few months; it could only be done very gradually.

TODAY'S EXCHANGE.

Setting.
London—Bank T.T. 10 1/2
Do. demand 10 15/16
Do. 4 months' sight 11 1/2
France—Bank T.T. 240
America—Bank T.T. 61
Germany—Bank T.T. 195
India T.T. 142
Do. demand 142
Shanghai—Bank T.T. 72 1/2
Japan—Bank T.T. 93 1/2
Java—Bank T.T. 114 1/2

Buying.
1 months' sight L/C 11 1/2
6 months' sight L/C 11 1/2
30 days' sight San Francisco & New York 11 1/2
4 months' sight do. 11 1/2
30 days' sight Sydney and Melbourne 11 1/2
4 months' sight do. 11 1/2
6 months' sight do. 11 1/2
4 months' sight do. 11 1/2
6 months' sight do. 11 1/2
Bar Silver 8 1/2
Bank of England rate 1 1/2

OPPIUM QUOTATIONS.

To-day's quotations are as follows:—
Per chest.
Malwa New 1,107 1/2
" Old 1,104 1/2
" Older 1,401 1/2
" Oldest 1,310 1/2
Patna New 1,170
Benares New 1,110
Persian (Paner) 782 1/2

LOCAL AND GENERAL.

THE Rev. T. W. Pearce has been appointed a member of the governing body of Queen's College.

WE regret to learn that Chevalier Z. Volpicelli, Consul-General for Italy, is laid up at his residence at the Peak, with a severe attack of fever.

THE name of Mr. A. S. Mason has been added to the list of persons exempted from the operation of the Poisons Bye-law 6 (A) of the Public Health and Buildings Ordinance, 1903.

It is reported that the steamer *Scotman*, which cleared from this port for Vladivostok, at the beginning of the month, has been captured by the Japanese. She had a cargo of rice from Saigon on board.

MR. F. A. Hewitt and Mr. J. Orange have been appointed members of the governing body of Queen's College to represent respectively, the mercantile community and the engineering profession in the Colony.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons,	Captain H. D. Jones.
"POWAN,"	2,338 "	" R. D. Thomas.
"FATSHAN,"	2,260 "	" W. A. Valentine.
"HANKOW,"	3,073 "	" C. V. Lloyd.
"KINSHAN,"	1,995 "	" J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons,	Captain W. E. Clarke.
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Departures from Hongkong to Macao on week days at 2.00 P.M.
Departures on Sundays at 12.30 P.M.
Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons,	Captain J. Willox.
"NANNING,"	569 "	" C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Fing-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow	Single \$15.00, Return \$25.00.
Canton to Tak Hing	Single \$12.50, Return \$21.00.
Canton to Samshui	Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN," Capt. B. Branch. S.S. "SANU," Capt. H. Black.
Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.
FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING," Capt. R. Biss. S.S. "HONGKONG," Capt. Maxfield.
Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).
FARES:—Hongkong to Kong Moon, Single \$6.00.
Hongkong to Kumchuk, Single \$7.00.
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
15, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 5th January, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANSHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).
R.M.S. "EMPERESS OF JAPAN," 6,000 Tons, WEDNESDAY, 8th March.
"ATHENIAN," 2,440 " WEDNESDAY, 15th March.
"EMPERESS OF CHINA," 6,000 " WEDNESDAY, 29th March.
"EMPERESS OF INDIA," 6,000 " WEDNESDAY, 19th April.
"TARTAR," 4,425 " WEDNESDAY, 26th April.
"EMPERESS OF JAPAN," 6,000 " WEDNESDAY, 10th May.
Hongkong to London, 1st Class, £60. Via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Map, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent, 9, Pruders' Street.
Hongkong, 8th February, 1905.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
SPEZIA	HAVRE and HAMBURG.	21st Feb.	Freight.
Alesia	(Calling at S'PORE & COLOMBO).		
Alesia	HAVRE, ANTWERP and HAMBURG.	24th Feb.	Freight.
Sachs	(Calling at S'PORE, PENANG & COLOMBO).		
SAMBIA	HAVRE and HAMBURG.	8th March.	Freight.
Luning	(Calling at S'PORE, PENANG & COLOMBO).		
RHENANIA	MARSEILLES, HAVRE & HAMBURG.	18th March.	Freight and Passengers.
Bohrens	(Calling at S'PORE, PENANG & COLOMBO).		
SUEVIA	HAVRE and HAMBURG.	4th April.	Freight.
Knaiss	(Calling at S'PORE, PENANG & COLOMBO).		

FOR ODESSA.

With Transhipment at Singapore, ARCADIA, Captain Föck, to sail from Singapore about 22nd February, Freight.
ANDALUSIA, Captain Filler, to sail from Singapore about middle of March, Freight.
* Special attention of intending Passengers is drawn to the splendid accommodation of the s.s. Rhenania. Saloons and cabins amply lighted throughout by Electricity.

For further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.
Hongkong, 13th February, 1905.

D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 35 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1904.

Intimations.

HONGKONG ELECTRIC TRAMWAYS.

ALTERATIONS IN FARES.

From 4th February, 1905, until further notice, the Fares will be as follows:—
Kennedy Town to Post) 10 cents First Class.
Office) 4 " Third
Post Office to Causeway) 10 cents First Class.
Bay or Race Course) 4 " Third
Causeway Bay to Shau-ki-wai) 10 cents First Class.
ki-wai) 5 " Third
The previous Table of Fares is hereby cancelled.
Pending the arrival of New Tickets the existing stock will be used. The value of the tickets issued will be stamped thereon and the Section punched will indicate the limit of destination of the passenger.

J. GRAY SCOTT,
General Manager.

SHEWAN, TOMES & Co.,
Agents,
Hongkong, 8th February, 1905.

NOTICE.

THE HONGKONG AND CHINA GAS CO., LTD., beg to notify the Public that the PRICE OF GAS will be REDUCED from \$2.50 to \$2.00 per 1,000 cubic feet as from the 1st February, 1905.

GEORGE CURRY,
Local Secretary,
Hongkong, 1st February, 1905.

WEISMANN, LTD. (CAFE WEISMANN.)

THE place par excellence in Hongkong for Refreshments of all descriptions.
Facing the Post Office, Queen's Road, Central.

Everything of the best, prepared and served under entirely European Management.

See our Grand Christmas Display.

Cakes, Bonbons and Confectionery of all kinds made to customers' own order and design.

Send or Bring Your orders.

We guarantee satisfaction.

The Weissmann Most Up-to-date Café in the Orient.

Hongkong, 17th December, 1904.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS.

16, DES VŒUX ROAD CENTRAL, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GUN
COMPOSITION RED HAN
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 15th December, 1903.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
NIGHT CARS on Week Days.
8.45 p.m. and 9 p.m. to 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS on Week Days.
SATURDAYS.
Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 29th December, 1904.



SANITARY BOARD OFFICE,
Hongkong,
TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the EASTERN DIVISION of the CITY OF VICTORIA and the EASTERN DIVISION of KAU-LUNG occupied by members of more than one family must be Cleaned and Lime-washed THROUGHOUT by the owner during the months of January and February.
N.B.—The word "Throughout" used in this notice means that the Houses should be Lime-washed in respect of all the Walls of each Room and Staircase, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.
The Back Yard should have its containing Walls Lime-washed up to the level of the first floor.
Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed but must be Cleaned.
The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street. Kau-lung is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the north end thereof through the Yau-ma-tei service reservoir to the northern boundary of Kau-lung.

THOS. A. HANMER,
Secretary.
Dated this 31st day of January, 1905.

SELF CURE NO FICTION! MARVEL UPON MARVEL! NO SUFFERER NEED NOW DESPAIR.

but without running a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a second party. The introduction of THE NEW FRENCH REMEDY THERAPION.

A complete revolution has been wrought in this department of medical science, whilst thousands have been restored to health and happiness who for years previously had been more or less dragging out a miserable existence.
THERAPION No. 1—A Sovereign Remedy for discharges from the urinary organs, suppurating infections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.
THERAPION No. 2—A Sovereign Remedy for primary and secondary skin eruptions, ulcerations, pains and swellings of the joints, and all those complaints which mercury and arsenic are popularly but erroneously supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.
THERAPION No. 3—A Sovereign Remedy for debility, nervousness, impaired vitality, sleeplessness, digestive and incapacity for business or pleasure, loss of appetite, blushing, indigestion, pains in the back and head, and all those disorders resulting from early error and excess which the faculty so persistently ignore, because so impatient to cure or even relieve.
THERAPION is the only principle of medicine known to the world. Free in England & 4/6. In ordering, state which of the three numbers required, and also give the word THERAPION appears on this Government Stamp (in white letters on a red ground) affixed to every package by which this Majesty's Hon. Commissioners, and without which it is a forgery.
Sold by A. S. WATSON & Co., Ltd., Hongkong, China and Manila.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 135 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 876.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 1st, 1903.

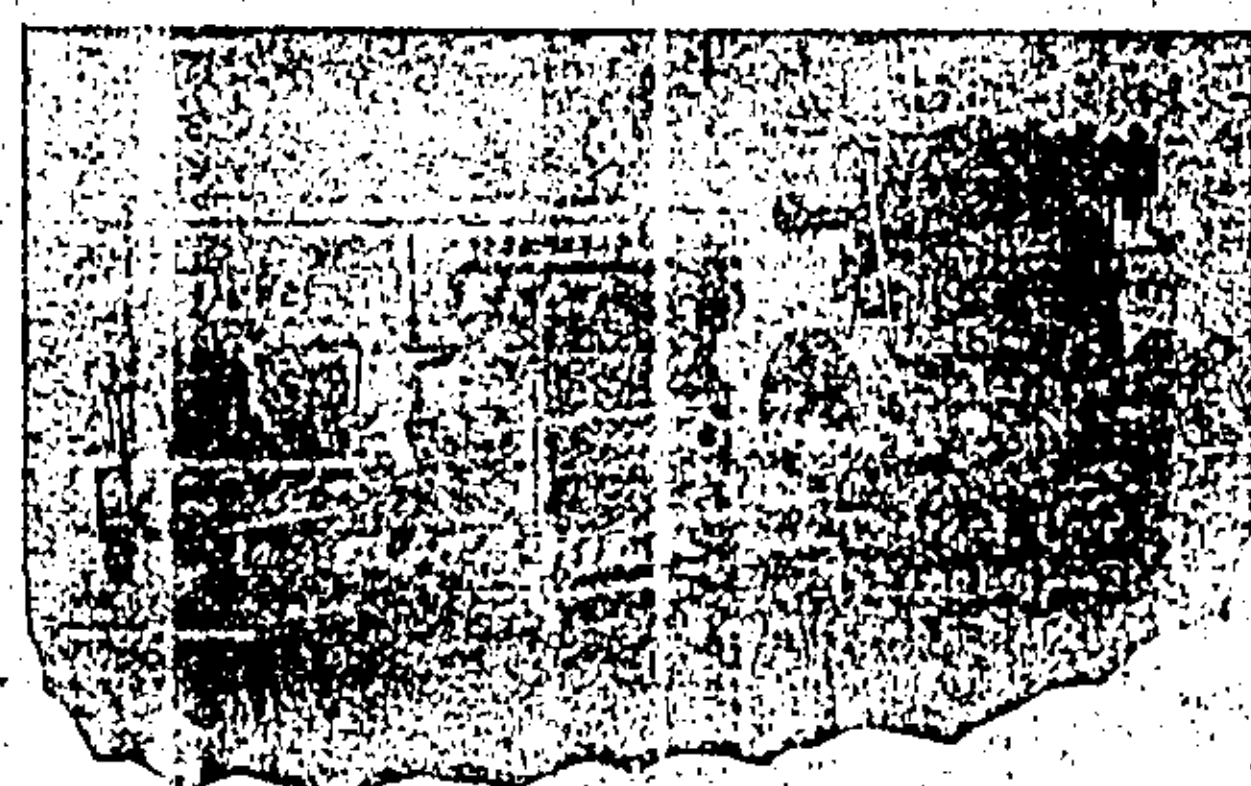
E. C. WILKS & Co., CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES, RACING AND CRUISING.

OUR MOTORS.

For Reliability, Durability, Workmanship, Lightness, Estimates cheerfully given.



OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe. Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.
W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.
H. W. JOHN'S CANADIAN ASBESTOS GOODS,
Cable Address: "MARINEWORK," Hongkong.
Telephone No. 358.
12, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905.

When you send your "boy" for

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES, GENERAL STOREKEEPERS.

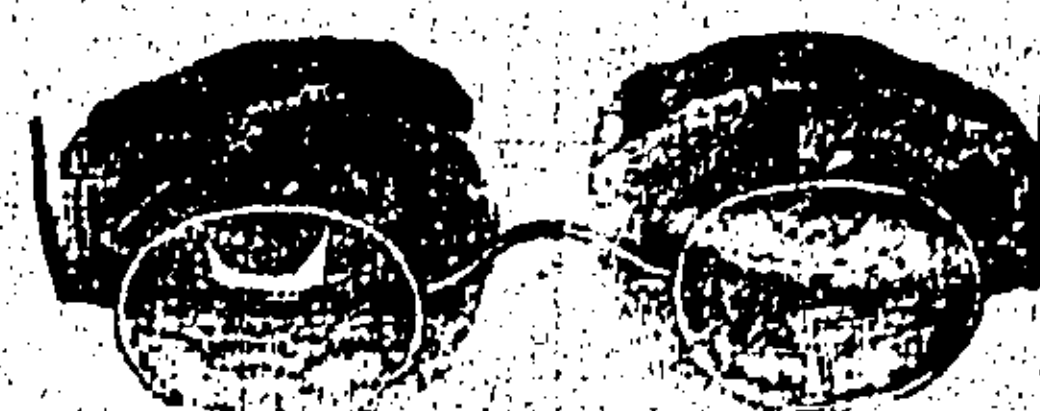
HONGKONG AND CANTON.

Hongkong, 2nd February, 1905.

C. W. NEAD, C.E., President and Shanghai Manager.
N. M. HOLMES, C.E., Vice-President and Hongkong Manager.
A. F. CARRICK, C.E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.
Railway Hydraulic Mining and Sanitary Engineering.
A Specialty made of Reinforced Concrete and Concrete Piles.
Examinations Surveys Reports and Estimates.
On all Railway or Proposed Construction Works.
Hongkong, 2nd February, 1905.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUIAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure. Prescription lenses ground on the premises. All work guaranteed. Sun Glasses are useful and give the effect of coolness. Prices from \$2.00.
A. S. TUXFORD, Manager.
Hongkong, 1st October, 1904.

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 50.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

HOTEL COMFORT AND THE BEST BILLIARDS GO TO THE KOWLOON HOTEL.

HOTEL DES INDES, NOS. 2 & 3, STAMFORD ROAD, SINGAPORE.
THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.
CHARGES FROM 4-5 DOLLARS PER DAY.
It is situated in the immediate vicinity of the commercial houses and Esplanade, Spacious Refreshment, Dinner and Billiard Saloons.
E. C. VAN MARLE, Proprietor.
H. T. SARRE, Manager.
Singapore, 4th October, 1904.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

Intimation.

WM. POWELL,
LIMITED."ALEXANDRA
BUILDINGS,"

Des Vaux Road.

LADIES' - - -
DEPARTMENT.

JUST ARRIVED

A Consignment of

MILLINERY,
SUNSHADES,
NECKWEAR,
GLOVES,

&c., &c., &c.

DRESS - - -
FABRICS

New Voiles,

Crepolines,

Dolaines, &c.

A fine range of Viyella Flannels.
Embroidered Robes, Muslins,
etc., etc., etc.LADIES' BOOTS
AND
SHOES.A large variety of High-grade
Black and Brown Boots and Shoes,
at moderate prices.CHILDREN'S
BOOTS & SHOES

in large variety.

FURNISHING
DEPARTMENT.

NEW PRINTED SATEENS, &c.

A GOOD ASSORTMENT OF
CUSHIONS.ENGRAVINGS,
PICTURES AND
ART PANELS

by well-known Artists.

NEW GOODS ARRIVE
EVERY WEEK.Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 16th February, 1905.

Intimations.

HONGKONG JOCKEY CLUB.

RAE MEETING, 1905.

TUESDAY, WEDNESDAY, THURSDAY,
AND SATURDAY (OFF-DAY),
21st, 22nd, 23rd and 25th FEBRUARY.TICKETS OF ADMISSION to the GRAND
STAND AND ENCLOSURE may be
obtained from Messrs. KELLY & WALSH, LD.,
or at the Gate. Price 3/- for the Meeting
(excluding the Off-Day), or 5/- per day.
Tickets for the Off-Day, 2/-.No one admitted without a Ticket to be
shown to the Ticket Inspector at the Gate.T. F. HOUGH,
Clerk of the Course.

Hongkong, 14th February, 1905. [245]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of
the presence of the LADIES at the
GRAND STAND AND ENCLOSURE during
the Races on the 21st, 22nd, 23rd and 25th
inst.A Stand and an Enclosure will be reserved
for Members and Members' Wives and Families.
Tickets for which will be sent out with the
Members' Tickets after WEDNESDAY,
19th inst.All tickets must be produced to gain
admission.T. F. HOUGH,
Clerk of the Course.

Hongkong, 14th February, 1905. [246]

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the
ENCLOSURE of the RACE COURSE
during the Race Days WITHOUT TICKETS
which can be had on application to the Under-
secretary between WEDNESDAY, 15th, and
MONDAY, 20th inst.T. F. HOUGH,
Clerk of the Course.

Hongkong, 14th February, 1905. [247]

HONGKONG WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF
SHAREHOLDERS will be held in
the Office of the Company, Queen's Buildings,
New Prince, on MONDAY, the 20th February,
1905, at 12 o'clock Noon, for the purpose of
receiving the Report of the Directors and the
Statement of Accounts to the 31st December,
1904.The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to the 20th
February, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE,
Secretary.

Hongkong, 26th January, 1905. [177]

GREEN ISLAND CEMENT COMPANY,
LIMITED.THE SIXTEENTH ORDINARY AN-
NUAL MEETING OF SHARE-
HOLDERS in the Company will be held in
the Office of the General Managers, St. George's
Building, Victoria, on SATURDAY, 25th
February, 1905, at 11 A.M., for the purpose of
receiving a Statement of Accounts and the
Report of the General Managers for the year
ending 31st December, 1904.The TRANSFER BOOKS of the Company
will be CLOSED from FRIDAY, 24th
February until WEDNESDAY, 8th March,
both days inclusive.SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 17th February, 1905. [259]

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SIXTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the above Company, will be
held at the Offices of the Company, Pedder's
Street, on MONDAY, the 6th day of March,
1905, at 11.30 A.M., to receive a Statement of
Accounts to 31st December, 1904, and to elect
a Consulting Committee and Auditors.The TRANSFER BOOKS of the Company
will be CLOSED from the 20th February to
the 6th March, both days inclusive.JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 8th February, 1905. [226]

HONGKONG CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of \$1.00 per
Share, declared at the Ordinary Half-
Yearly Meeting of Shareholders, held this day,
will be payable at the Hongkong and Shanghai
Banking Corporation, on and after WEDNES-
DAY, the 15th February, 1905.SHAREHOLDERS are requested to apply
to the Office of the Company for Warrants,
By Order of the Board of Directors,T. ARNOLD,
Secretary.

Hongkong, 14th February, 1905. [244]

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.NOTICE IS HEREBY GIVEN that on
and after this date interest at the rate
of 8% per annum will be charged upon all Calls
in respect of SHARES NOT FULLY PAID UP
from the day appointed for Payment of such
Calls, namely 3rd January, 1905.JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 11th January, 1905. [122]

IMPORTANT NOTICE.

MR. RUTTONJEE begs to announce to
his numerous customers that his
Bakery in Kowloon being burnt down, he has
hired another in a healthy part of the town
where BREAD will be baked and prepared
under his usual personal supervision and thus
ensuring the supply of the same wholesome Bread
made of the finest flour and materials, that he
has all throughout supplied.Customers are kindly requested to send their
orders as usual.H. RUTTONJEE,
No. 5, D'Aguiar Street, Hongkong,
No. 37, Elgin Street, Kowloon.

Hongkong, 4th January, 1905. [138]

CHINESE REVOLUTIONIST IN
LONDON.

PLANS FOR GREAT CHINESE UPRISING.

"Fifty thousand dollars, dead or alive!"

This is the price that the Chinese Govern-
ment is willing to pay for the capture of Dr.
Sun Yat Sen, the revolutionary Chinaman,
whose detention in the Chinese Embassy
caused a sensation over eight years ago. The
doctor is now in London again, and was
interviewed by a *Daily Chronicle* representa-
tive regarding his plans for the future.It was on October 11, 1896, as Sun Yat Sen
was walking along Portland place, that a
Chinaman came up and asked him whether
he was a Chinaman or a Japanese. He replied
that he was a Chinese, and was giving other
details, when another Chinaman appeared on
the scene, and as they walked slowly Sun Yat
Sen was pushed into a house and detained.He was now, though he did not know it, a
prisoner in the Chinese Embassy. The first
person to greet him there, according to his
story, was Sir Halliday Macartney, who opened
the door and said, "Here's for you," and
then informed him that he would have to wait
for eighteen hours until instructions had come
from the Tsung Li Yamen.In relating his experiences afterwards Sun
Yat Sen told how a man came in while he was
in the Embassy and threatened to have him
tied up and smuggled out of the country. Re-
lease came eventually through the efforts of
Dr. Cantlie.

PROPAGANDA ABROAD.

Since those adventures Dr. Sun Yat Sen has
travelled far and wide. In 1897 he passed
through Canada, on his way to Japan, where
he remained for two years. In 1900 he visited
the south of China, and organised the Weichow
rising, which was almost successful. In the
next year there was a similar movement in
Canton, but nothing came of it.Since then he has been engaged in active
propaganda, until, at the beginning of 1904, he
left China, and passed through the United
States, working in the interests of his mission.
He is now in London again on a short visit,
during which he intends to give lectures and
to attend to a quantity of correspondence which
has accumulated during his absence.To a representative of *The Daily Chronicle*,
who called upon him to learn something of
his hopes and plans for the future, he gave a
brief outline of his movements.First of all, one was naturally anxious to
know when he intended to return to the scene
of his political work, and what he intended to
do when he got there.On this point, however, Dr. Sun Yat Sen was
not very communicative. "Of course," he said,
"I cannot say very much about that. You
know that there is a prize on my head, and any
Chinaman who could take me now and either
kill me or smuggle me as a prisoner into China
would be paid the reward. But that"—laugh-
ingly—"is hardly possible, is it?"

A TERRIBLE PROCLAMATION.

"You may be quite sure, however, that it has
not been at all easy to work, as I have been
working under the very eyes of the Chinese
Government. To show you how difficult it
has been, you may be surprised to learn that
when I passed through Washington, the
Chinese Minister there, Sir Liang Ching, issued
a proclamation to the Chinese throughout the
United States prohibiting them from having
anything to do with the Patriotic Society, as
my movement is called, under the severe
penalty of their families and distant relatives
in China being arrested and beheaded, and
their property being confiscated."Such a barbarous act, suggested at the in-
stance of an educated man, cannot be accounted
for except on the probable assumption that he
wished to flatter the Chinese Government so
that his position as Minister might be secure."This being the position, you readily under-
stand that whenever I go into China it is only
by means of an effective disguise. No, do not
ask me to go into details. I shall be going to
China again very shortly, and to make such
things public would be to enormously impede
my movements. Once in a place like Canton,
however, the rest is easy. The population is
so large that one is lost among the millions."But even so, in 1901, Yeung Ku Wan, the
most ardent patriot, was shot in Gage-street,
Hongkong, by assassins employed by the
Chinese Government."That is not all. During the progress of the
movement I have lost many friends. Some
have been shot; others have been captured
during the progress of risings which we have
organised, and have been immediately
beheaded."

THE MANCHU DYNASTY.

The history of this patriotic society is practi-
cally the history of a long struggle with the
Manchu dynasty. "You must realise that the
Chinese nation is not being governed at pre-
sent by its own people. The reigning house is
of Manchu origin. It swooped down upon our
country in 1644, and by a process of massacres
robbery, and oppression, has held sway ever
since."I need not go into the full extent of these
tyrannies. But it is important to realise that,
all told at the present day, they number not
more than five millions. The Chinese popula-
tion is not less than four hundred millions."

"So that revolution should be easy?"

Sun Yat Sen smiled. "Once the movement
is started in earnest," he said, "and it would
have to be a movement of physical force, which
could sweep this posse of rotten officials out of
the country. The most superficial knowledge
of Asiatic affairs will convince anyone that it is
the weakness and corruption of the Manchu
Government that is at the bottom of all the
trouble."Take the Russo-Japanese war. Had it not
been for their utter inability in Manchuria, the
war might have been avoided, and it is but thebeginning of a long series of conflicts that are
likely to arise between the different Powers
interested in the Chinese question. China has
no government of its own. If my propaganda
succeeds, the want shall be supplied."What was this propaganda? What were its
methods, its resources, and its aims?"As far as we are concerned, the whole of
China may be divided into two parts—south
and west. In the south you have a population
capable of absorbing such ideas as those of
which I am speaking. To some extent the
west is as yet unbroken ground. The south
will, therefore, be the first to respond to the
call. To go further into details, the Chinese
people may roughly be divided into four
classes:—

1. The Literati—favourable to revolution.
2. The farmers—who will follow any lead that
is given them.
3. The artisans, and
4. The merchants—both of whom are ready to
accept that which will be for their ultimate
good.

100,000 MEN AT COMMAND.

"Amongst these people, then, I and my fol-
lowers are working towards a revolution. Our
chief weapon at present is the newspaper. In
various parts of the world we have about twenty
organs devoted solely to the propagation of our
principles. Next comes education. In Japan
alone there are 5,000 Chinese students, and
almost to a man they favour a change. Lastly,
spread throughout the length and breadth of
our country are thousands of agents who are
engaged in educating the people, and prepar-
ing them for the general uprising."When the time comes we shall have at our
command 100,000 men—more perhaps. And
seeing that disturbances in which the Govern-
ment has played a part have been easily quelled
by half such a force, our task should be easy."

"And then?"

"A constitution based upon that of the United
States; a Government of the people by the
people. As to the policy of European nations,
and even of the Japanese, I cannot say any-
thing. One can only surmise."Personally, I believe that a peaceful and
united China would be a great factor in the
peace of the world. Leave us alone; let us
work out our own salvation in our own way.
Interference cannot but be injurious. We
should fling open all our ports to the world's
trade, and if there is to be any intervention at
all, let it be on the side of reform."

X-RAYS AND CANCER.

The services rendered to medicine by the
radiographic examination of the human body
are immense, but this is not the only field in
which their utility was anticipated. It was
hoped that to the Customs House officer these
rays would prove invaluable, as they would en-
able him to explore the contents of a portman-
teau without the whole of the contents passing
through his inquisitive hand. But the idea
was abandoned as soon as it was found that by
lining a trunk with a sheet of some metal which
is opaque to the rays in question the pilferer
search of the Customs official could be deflected.
But the widest interest of all was aroused by the
thought that these wonderful rays might prove
effective in the treatment of tumour and the
like; and thousands breathed more freely when
they heard that the application of the rays
seemed to have cauterised wounds of a malig-
nant type. These hopes were not destined to
be fulfilled, though much has been done, and in
all probability much will yet be done, to apply
for the benefit of the patient the anodyne
influence of the rays. Even if the disease may
not be cured, it is something to be thankful for
that pain may be relieved or even removed.
This desirable end has been effected in cases
when the most powerful doses of morphia have
failed to ease the torture. The first result of
the application of the rays is an increase of
local and general metabolic action. The
general health of the patient is improved when
under treatment; indurations and sores gradu-
ally disappear. Next comes the effect on the
cells. The rays theoretically have the power of
destroying cells of low resistance without in-
jury to the healthy tissue, the condition being
that the cells are offered to the rays in sufficient
quantity. The cells in the cancer growth be-
come degenerate, and in many cases change
into innocuous fibrous tissue.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	105
Do. demand	105 1/2
Do. 4 months' sight	105 1/4
France—Bank T.T.	240
America—Bank T.T.	40 1/2
Germany—Bank T.T.	195
India T.T.	143
Do. demand	143 1/2
Singhai—Bank T.T.	73 1/2
Japan—Bank T.T.	93 1/2
Java—Bank T.T.	114 1/2

Buying.

1 months' sight L/C	111 1/2
6 months' sight L/C	111 1/2
30 days' sight San Francisco & New York	47 1/2
4 months' sight do.	47 1/2
30 days' sight Sydney and Melbourne	111 1/2
4 months' sight France	244
6 months' sight "	243 1/2
4 months' sight Germany	196
Bar Silver	15 1/2
Bank of England rate	2 1/2

OPTIMUM QUOTATIONS.

Malwa New	1,130/1,150
" Old	1,130/1,150
" Older	1,140/1,160
" Oldest	1,150/1,170
Patna New	1,170
Banaras New	1,110
Patna (Paper)	780/810

Auction.

PUBLIC AUCTION OF FINE ART
CURIOS AND SILK EMBROIDERIES.THE Undersigned has received instructions
to Sell by
PUBLIC AUCTION,

ON

MONDAY,

the 27th February, 1905,

AND

TUESDAY,

the 28th February, 1905, commencing each
day at 2.30 P.M., at his

Sales Rooms, Duddell Street,

A MAGNIFICENT COLLECTION OF
JAPANESE ART CURIOS AND SILK
EMBROIDERIES,Comprising—
OLD TEMPLE BROCADES and BRO-
CADED PRIESTS ROBES; FINE SILK
EMBROIDERED WORKS OF ART, such as
HANGINGS (Landscapes, Floral Designs,
Birds, &c.), MANTEL DRAPERIES; BED-
SPREADS, TABLE COVERS, KIMONOS,
CURTAINS, SCREENS, &c., &c.;
VERY FINE DAMASCENE WARE—
CIGAR and CIGARETTE CASES, MATCH,
JEWELRY and POWDER BOXES, CARD
CASES, UMBRELLA HANDLES, BUT-
TONS, &c.;
CHOICE SILVER WARE—JEWELRY
and POWDER BOXES, VASES and
BOWLS, &c.;
FINELY EXECUTED GOLD LAC-
QUERED SCREENS, BOXES and
STANDS, RED and BLACK LACQUERED
CABINETS, TABLES and CHAIRS;
OLD BRONZE VASES, FINE SAT-
SUMA and IMARI WARE, CUT VELVET
PICTURES (Silk) and a variety of other
CURIOS.

TERMS—As usual.

The Collection will be on Exhibition from
Wednesday, the 22nd February.

Catalogues will be issued.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, 17th February, 1905. [256]

Intimations.

RACE HOLIDAYS.

THE EXCHANGE BANKS will be
CLOSED for the Transaction of Public
Business at 11.45 A.M. on TUESDAY, WED-
NESDAY and THURSDAY, the 21st, 22nd
and 23rd inst.

Hongkong, 16th February, 1905. [254]

FIRE INSURANCE ASSOCIATION OF
HONGKONG.NOTICE is hereby given that FIRE
INSURANCE OFFICES will be
CLOSED for the Transaction of Public Busi-
ness on TUESDAY, WEDNESDAY and
THURSDAY, the 21st, 22nd and 23rd inst.,
respectively, at 11.45 A.M.

By Order,

A. R. LOWE,
Secretary.

Hongkong, 17th February, 1905. [264]

GOVERNMENT BILLS.

TENDERS for SPECIE, BRITISH and
MEXICAN DOLLARS, current in this
Colony, in Exchange for Sterling Bills drawn
at 10 days' sight on the Lords Commissioners
of His Majesty's Treasury, London, will be
received by the Chief Paymaster, Army Pay
Department, until 11 A.M., on the 20th February,
1905.The Tenders to state the total amount (in
Pounds Sterling), and the amount for which
each Bill should be drawn, but no Bills will be
issued for less than £100.The Tenders to be in Duplicate, and in sealed
covers, addressed to the Chief Paymaster,
Army Pay Department, and endorsed "Tenders
for Government Bills."The right to accept or reject any or all of the
Tenders is reserved.Copies of Forms of Tender can be had on
application.F. H. HAYNES,
Colonel, A. R. D.,
H.M. Treasury Chest Officer,His Majesty's Treasury Office,
Fletcher Street,
Hongkong.

Hongkong, 14th February, 1905. [253]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice,
to BOOK CARGO and ISSUE BILLS OF LADING
to SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY FROM SEAT-
TLE, as hitherto, by the Steamers of the
NORTHERN PACIFIC S. S. CO., BOSTON
STEAMSHIP and TOWBOAT CO., OCEAN
S. S. CO. and CHINA MUTUAL S. N. CO.For further Particulars, apply at the Com-
pany's Local Branch Office in PRINCE'S
BUILDINGS, First Floor, Chater Road.B. MORI,
Acting Manager,

Hongkong, 24th January, 1905. [68]

WHY NOT THE BEST?

SEVEN GRAND PRIZES

AWARDED TO

SINGER SEWING MACHINES

AT THE

ST. LOUIS EXPOSITION.

SHOW-ROOMS:—1, WYNDHAM STREET.

Cash or Easy Monthly Payments.

Hongkong, 28th January, 1905. [48]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask
ex Factory.In Bags of 250 lbs. net \$3.20 per Bag
ex Factory.SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 23rd September, 1904. [50]

Intimations.

DONE BY TRYING.

Nobody can tell what he can do till he tries.
When a thing ought to be done the modern
spirit moves us to keep working away at it
until it is done. In the face of this idea the
"impossible" vanishes. Where there's a will,
there's a way. "If we could but rob cod liver
oil of its sickening taste and smell and then
combine it with two or three other ingredients
we should possess the best remedy in the world
for certain diseases that are now practically
incurable." So said a famous English physi-
cian twenty-five years ago. "But it will never
be done," he added. "You can no more turn
cod liver oil into a pleasant palatable medicine,
than you can turn the Codfish itself into a Bird
of Paradise." Yet he lived to admit that isWAMPOL'S PREPARATION
the "impossible" had been accomplished. It
is palatable as honey and contains all the
nutritive and curative properties of Pure Cod
Liver Oil, extracted by us from fresh cod livers,
combined with the Compound Syrup of
Hypophosphites, Extracts of Malt and Wild
Cherry. This remedy is freed from the bad
peculiarities Dr. Frothingham so detested, and
it is precisely the splendid medicine he wished
for. Use it freely and confidently for Anemia,
Hysteria, Wasting Complaints, Blood Impuri-
ties, Asthma, and Throat and Lung Troubles.

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

BRANDY.

GUARANTEED
PURE COGNAC.

Per doz.

**B Superior Very Old
Cognac . . . \$27**

**C Very Old Liqueur
Cognac . . . \$33**

**D Hennessy's Finest
Very Old Liqueur
Cognac . . . \$40**

GUARANTEED
PURE COGNAC.

A. S. WATSON & Co.,
LIMITED,
ALEXANDRA BUILDINGS.

Hongkong, 11th February, 1905. [32]

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(WM. POWELL & Co's old premises)

**FOUR LINES HARD
TO BEAT:**

Gregor & Co's Tarragona	... \$ 9.00
Gregor & Co's Old Tawny Port	... 11.00
Per dozen.	
Gregor & Co's Imperial Highland	
Whisky	... 16.00
Gregor & Co's Royal Old Highland	
Whisky	... 24.00

N.B.—All our Wines and Spirits are bottled-at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 29th December, 1904. [33—0]

NOTICES

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.

The rates per quarter and per annum, proportional to the daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, FEBRUARY 18, 1905.

ANOTHER ASSASSINATION IN RUSSIA.

Although for the moment the spread of the reform movement throughout Russia may seem to have died away under the forces of Tsardom, which are still strong enough to keep down the unorganized strength of the Russian people, evidence is not wanting that those who are favouring a more liberal and popular administration are determined upon carrying forward the agitation for reform in the internal administration of the Russian Empire. It is gaining momentum daily, and the newly-appointed Minister of the Interior, acting against the most powerful influences, is supporting these popular reforms the promoters of which have declared it to be entirely divorced from any radical revolutionary propaganda. However, soon after the Zemstvo presidents planned to meet publicly the crisis came, and the world over saw that throughout the Tsar's dominions a reign of terror, intensified by political assassination, was about to commence. An attempt was made on the life of the Emperor, followed shortly afterwards by rumour of the assassination of a Grand Duke and the report that the Governor of Warsaw had been murdered. Russian subjects grew bolder and feared not to denounce the existing regime in the open streets of the capital, and there was every indication that the friends of representative institutions had the upper hand. "The upholders of autocracy and bureaucracy, those comprised in the Grand Ducal cabal, were declared to be every bit as desperate and formidable as were the unplaceable reactionists who killed in embryo the constitution devised and signed by the Tsar's grandfather. It seemed premature to credit Nicholas II. and his counsellors with any change in the administration of internal affairs. There are those among the populace, however, who believe that the Tsar and the bureaucracy will be influenced by assassinations to swerve from a line of policy deliberately pursued. This may have been the motive underlying the act of the two men who have murdered the Grand Duke Alexander and his brother, the commander-in-chief of the forces, and governor-general of Moscow. Their view will find many supporters; but those who entertain the idea that the assassination of an uncle of the Tsar can have any effect in persuading the Russian Government to yield to the demand for liberal institutions will in all probability find that such an act will necessarily tend to postpone reform. To the intervention of the late Grand Duke was due the complete victory of the reactionary party towards the close of last year, when he officially raised objections to the resolutions adopted by the Moscow Town Council advocating freedom of the Press and meeting and popular control over the Government. This naturally aroused the indignation and anger of the populace, who declared their intention of striving by every means and expending every effort to achieve the realisation of a democratic and social organisation which shall free the oppressed Fatherland and put an end to such brutalities as had been perpetrated in the cruel butchery of the participants in the recent demonstrations. Rulers have a good right to ask whether the opponents who adopt such ways of attaining their ends, as these two misdeeds have done, should not be hunted down and suppressed without mercy. Sober and loyal supporters who realise the evils in the state and desire to amend them are discredited by the involuntary association of criminals. The menaced order is driven to be harder than before—even if it were inclined to make concessions. We have seen during the past few months that much calls for a change in Russia, but nothing needs it more than the horrible readiness of some among its people to make use of murder, and we fear that the result of this last example of ferocity will only be to render repression more harsh than it has been in the past.

LOCAL AND GENERAL.

THE Rev. T. W. Pearce has been appointed a member of the governing body of Queen's College.

THE four defendants charged with raiding a Chinese club, and stealing \$20, have been committed for trial.

No dogs brought from Shanghai will be permitted to land in Hongkong for a period of six months from the 12th inst.

THE Italian Naval Estimates show an increase of £45,000 on account of the formation of a reserve fleet and a naval station in America.

SIR Francis Jeune has resigned his position as President of the Probate, Divorce and Admiralty Division, and has received a Peersage.

WE regret to learn that Chevalier Z. Volpicelli, Consul-General for Italy, is laid up at his residence at the Peak, with a severe attack of fever.

A MATCH, Moslem Recreation Club v. Y. M. C. A. (Chinese Dept.) was played at Causeway Bay yesterday, when the former obtained 3 goals, against the Y. M. C. A. nil.

It is reported that the steamer *Scotman*, which cleared from this port for Vladivostok at the beginning of the month, has been captured by the Japanese. She had a cargo of rice from Saigon on board.

WE are glad to be able to announce that Mr. H. M. Davis, Manager of the Hongkong and Shanghai Bank, Shanghai, who is at present suffering from an attack of small-pox and pneumonia, is now progressing favourably.

THE report of the sub-committee appointed by the Sanitary Board to consider and report on the question of reserving a site at Kowloon for a Protestant cemetery, as recommended by the Medical Officers of Health, will be dealt with at a Board meeting on Monday.

It is notified that Major Radcliffe, 93rd Burma Infantry, is appointed Commandant of the regiment *vice* Colonel Iremonger, whose tenure is about to expire. Major Bernard, 92nd Punjab, succeeds Major Radcliffe as 2nd in command of the 93rd Burma Infantry.

THE report of the Philippine Weather Bureau just published for the month of September last shows that during that month there occurred in the archipelago 20 earthquakes, only one of which was in Manila. None of the shocks of the 20 earthquakes were of intensity and no damage resulted from them.

NOTICE is given in the Gazette that the Very Rev. Francisco Rodriguez Noval is the duly appointed successor to the late Very Rev. Evaristo Torres, in his office of procurator in Hongkong for the Dominican Missions in the Far East, and proof of such appointment has been placed in the hands of the Governor.

LONDON is very much exercised over a storm of religious enthusiasm that prevails in what is known as East London. Thousands of people have been drawn into the unusual excitement, and the leaders have predicted the immediate destruction of the world and all inhabitants not allied with the present movement.

It will be seen from our advertisement columns that the boxing match between McCoy's champion middle-weight of the Philippines, and Christie, whose clean record in the ring in Hongkong is well-known, takes place at the City Hall on Wednesday next. In addition to this 20-rounds event, there are other competitions which are likely to prove equally as interesting.

At a meeting of the Sanitary Board on Monday a minute will be presented by the Hon. the Registrar General suggesting that a return be furnished showing the number of applications for modifications of the requirements of certain sections of the Public Health and Buildings Ordinance, considered by the Board and the number of the same that have been granted since the passing of the Public Health and Buildings Ordinance, 1903.

FAVOURABLE report has been made by the Ways and Means committee of the House of Representatives on the bill revising the tariff schedules of the Philippine Islands. This bill, intended for the modification of the local Philippine tariff in harmony with the needs of the situation in the islands, is the one that was prepared by the Philippine Commission, and no material changes are contemplated in it by the committee. It is probable that the measure will pass both houses as it stands, as it raises no issues that affect the United States.

THE British steamer *Carlisle*, Captain Simpson, is in San Miguel bay near Nueva Caceres, P.I., having come in under sail, her propeller being lost. It is reported that the vessel is under a charter to the Russian government and was on her way from Vladivostok to Port Arthur with supplies for the garrison when she lost her propeller. This was nearly three months ago, and she has been trying to make port under sail. Captain Foster of the coast guard cutter *Luxon* will probably tow the vessel to Tobago, when arrangements will be made to repair her, and she will proceed to sea again after getting orders.

HONGKONG AND SHANGHAI BANKING CORPORATION.

USUAL BONUS DOUBLED.

HALF-YEARLY MEETING.

The seventy-ninth ordinary half-yearly meeting of the shareholders was held at the City Hall at noon. Mr. A. J. Raymond presided and there were present:—Messrs. J. R. M. Smith (Chief Manager), H. E. Tomkins, Hon. Mr. W. J. Gresson, Hon. Mr. R. Shewan, E. Goetz, H. Schubart, E. Shellin, N. A. Siebs, H. W. Slade, E. S. Wheeler (Directors), F. Salinger, T. Arnold, C. E. Anton, G. H. Medhurst, Hon. Mr. Gershom Stewart, Captain F. B. Goddard, G. B. Dodwell, H. M. H. Nemaze, T. F. Hough, A. Rodge, A. A. Roza, Ho Kom Tong, Ho Fook, S. J. Michael, S. H. Michael, W. H. Potts, E. Kadoorie, C. S. Gubbay, J. C. Peter, C. W. May, G. H. Poits, J. Macarthur, A. G. Wood, W. H. Gaskell, A. Forbes, D. D. Gazdar, J. A. Chino, N. J. Stubb, P. C. H. Potts, W. H. Wickham, S. Hancock, W. G. Pirie, H. C. Golla, W. A. Quicksbank, C. Gonsalves, E. Georg, Lo Cheung Shiu, J. Maclean, J. M. S. Alves, and F. B. Marshall.

The Chief Manager having read the notice convening the meeting,

The Chairman said:—Gentlemen, I think you will all join with your directors in looking on the report that I have just read as a very satisfactory one. Besides the usual dividend of £1. 10/- per share, we propose paying a bonus of £1. per share. As we are also able to provide for the transfer of one million dollars to silver reserve fund and write two lines of dollars off bank premises account, we feel justified in recommending the increase of the 10/- bonus, which you have been accustomed to receive since 1859, to £1. on this occasion. The higher rate of exchange on the 31st December, at which the dividend for this half year is declared, lessens the amount in dollars, compared with the corresponding period last year, to an appreciable extent; our funds in the East were well employed during the six months and we had to deal with easier money in the home markets, other favourable circumstances also helped to swell the profits for the period under review, and for these reasons I would recommend you not to build your hopes on a continuation of the £1. bonus, but rather to consider the present as an exception. Under these circumstances we thought it only right that the staff should be admitted to a share in the Bank's prosperity; they have all worked well and the results shown give ample proof of this and speak eloquently as to the way in which your interests have been looked after, and in voting the members of the staff a well deserved bonus of 15 per cent. on their salaries, your Directors felt that they were only anticipating and giving effect to what would be your own wishes in this respect. I may mention that, as customary, full provision has been made for all bad and doubtful accounts and I trust the proposed distribution of profits will receive your approval. Comparing the various items in the balance sheet with the previous report, you will observe that as usual our note circulation is higher than in June half year, and at \$16,422,393 shows an increase of \$163,349 over the corresponding period in 1903. There is a falling off in silver current accounts of \$5,000,000 which may be chiefly put down to money being in strong demand towards the end of the year. Silver fixed deposits have increased \$2,000,000. Gold fixed deposits and current accounts show a total increase of close on £2,000,000. This is largely accounted for by proceeds of loans temporarily deposited with our London office. Bills payable are lower by \$30,000,000. On the other side taking the amounts of cash, coin lodged with the Government of Hongkong against excess note issue, and bullion in hand and in transit, together, there is no appreciable difference in the total figures. Indian Government Rupee paper is practically the same, but Consols, Colonial and other securities stand at \$9,214,974.98 as against \$6,713,396.66. Sterling reserve fund investments remain unchanged. Bills discounted, loans and Credits are about \$1,500,000 less, while Bills Receivable at \$115,009,136.44 are higher by fifteen million dollars, but this is chiefly due to the increased funds in London already referred to, which enabled our office there to carry a larger proportion of our Eastern remittances than usual and is reflected in the reduced amount of Bills rediscounted as noted in the margin of the report. The war continues to be a very disturbing element in the Far Eastern mercantile world, dislocating ordinary trade channels and making general business difficult and unsettled. I will not venture to forecast the end but for the sake of humanity, the happiness and well being of the people of trade and commerce, it is earnestly to be hoped that the conflict will soon be terminated. When peace does come, I trust sincerely that the hopes which have been so confidently expressed of the permanent opening up to the trade of the world of these regions where the scene of the war is placed, will be fully realized, and that every nation will participate on equal terms in what will undoubtedly prove to be large and important markets for us all. A return of confidence must follow the restoration of peace, and with this should come a revival of trade, fresh developments and new enterprises in China a situation which this Bank from its position and resources out here is ready and able to take full advantage. I have now to refer to a matter which I am sure you will all be sorry to hear about, and that is the retirement of Sir Ewen Cameron, our senior manager in London. He has been stricken with a severe illness and was very anxious that the directors should accept his resignation. I need hardly say that it was only in deference to his own wishes that we acceded to his request, and we did so with great reluctance, deep regret, and sincere sympathy for himself and family. Sir Ewen Cameron's name will have a prominent place in the his-

tory of the bank. He joined here in 1867, shortly after the Bank was started, and he has had a very large share in raising it to its present position. His ability, tact and kindly disposition commanded success wherever he has served the bank. Many of you will remember him as manager in Shanghai where, as also in the north of China, he did so much to build up our business. I can look back myself 24 years in Shanghai and at that time there was no better known or more popular resident in the settlement than Mr. (as he then was) Ewen Cameron. A man of broad views and sound judgment, he took a prominent part in negotiating the early loans issued by the bank for the Imperial Chinese Government, and the friendly relations which were then established between that government and the bank, I am glad to say, exist to-day and I hope will always continue. Since he went to London he has also taken the leading part there in negotiating the various Chinese and Japanese Government loans which it has been the bank's good fortune to be so prominently associated with. His marvellous energy and whole hearted devotion to the general interests of the bank, and its Shareholders are well known to you all but perhaps nowhere has he done better service than in the City of London, where he made many good and influential friends for the bank.

Mr. F. Salinger seconded and said:—I have much pleasure in seconding the adoption of the very satisfactory report and accounts which have been laid before us. The position attained by this institution, through the zeal and energy of all connected with it, is one of which we may feel proud. I am sure that all the shareholders will appreciate the £1 bonus, and though the Chairman has remarked that we may not always be so fortunate, I am convinced that, under the present able management, we may look forward to the future with all confidence. I cannot help expressing the sincere regret which must be felt by all at the retirement of Sir Ewen Cameron, and more especially at the very sad reasons for it.

The resolution was put to the meeting and carried with acclamation.

Mr. Arnold proposed the re-election of Messrs. H. E. Tomkins, A. J. Raymond and N. A. Siebs to the Directorate.

Mr. Anton seconded and the motion was agreed to.

Mr. Medhurst proposed, and the Hon. Mr. Gershom Stewart seconded the re-election of Messrs. A. G. Wood and W. Hutton Potts as auditors, and this was also agreed to.

The meeting terminated with a vote of thanks to the Chairman who announced that the dividend warrants would be ready on Monday.

NAVAL NOTES.

The British battleships *Glory*, *Ocean*, *Vengeance*, and *Centurion*, and the cruisers *Sully*, *Hogue*, *Andromeda*, *Iphigenia* and *Asi* returned from Miss Bay this morning.

The United States battleship *Oregon* lost a torpedo while at practice off Saugrey point the latter part of last week. There is no danger to navigation owing to the war nose not having been attached. It is said the government will suffer a loss of \$3,000 should it not be recovered.

TO THE "SULLY."

The s.s. *Sully*, chartered by the Hongkong Salvage Syndicate, to carry on the salvage operations on the French armoured cruiser *Sully*, ashore on the coast of Tonkin, French Indo-China, left this afternoon for the scene of the wreck with the salvage party and gear, in the charge of Mr. James Watt Jameson.

THE "ADAMASTOR" TO ENTERTAIN. Invitations have been issued by the Captain and Officers of the Portuguese cruiser *Adamastor*, to a *reunion* to take place on board to-morrow, Sunday, at 3 o'clock in the afternoon. Launches will leave Blake Pier at 2.30 p.m. to convey the guests on board. This party will be of the nature of a tea party, with an informal concert, and is given in return for the hospitality extended to the hosts during their stay in the port.

THE CIVIL SERVICE.

SALARIES OF THE SUBORDINATES.

The local Press announced a few weeks since that the subordinate members of the Hongkong Civil Service had, for the third time, petitioned the Government, urging forcefully the incommensurate increases the lower branch of the service had received to the disproportionate higher cost of living in the Colony. As anticipated in our columns, the clerical branch of the Government service, who are the people principally affected, stood but little chance of success in their endeavour to secure any improvement in their condition which, as compared with their brethren in the commercial *hong*, is anything but an enviable one. Not that their case deserves less consideration; but, as was pointed out, they needed that "backing" which was promptly forthcoming when "Exchange Compensation" was under consideration for the favoured *over*. Nor was the support wanting when later the question of "double compensation" arose; for the Legislative Council to a man voted in favour of the officials. The Subordinates have received their reply. Their latest petition has been negatived. The Colonial Secretary informed the petitioners, that Government had given their decision previously and would not again re-open the subject for consideration. Meanwhile, the Hongkong goes merrily on, and why should any one concern himself with it so long as he draws a comfortable competence and is compensated—and that twice over—for any loss which the decreasing purchasing power of the dollar entails?

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

RUSSIA IN REVOLT.

GRAND DUKE SERGIUS

BLOWN TO PIECES.

[From Our Own Correspondent.]

London, 16th February,
5.40 p.m.

The Russian Grand Duke Sergius has been blown to pieces by a bomb thrown by two men in a cab, near the Kremlin at Moscow.

The assassins have been arrested.

[The above was issued in an "Extra" this forenoon.—Ed. H.K.T.]

THE CRUISE OF THE FLEET.

OPERATIONS IN MISS BAY.

The fleet, under Admiral Sir Gerard Noel, left harbour on Tuesday forenoon, 14th inst., and steamed in an Easterly direction. After nightfall speed was increased and various tactics were carried out in a somewhat heavy sea, in which even the greatest of the battleships grew lively while breaking the spray and waves over their foremost turrets. It is supposed that a torpedo attack was to be delivered against the ships, but no actual conformation is to hand that such was the case. The fleet, however, kept clear of torpedo boats, and the attack, if attempted, was not successful. On Wednesday, all ships moored at Miss Bay, performing evolutions and drills. On Thursday morning, several hill-tops were, by supposition, the strongholds of an enemy's force, and were made the interesting object of an attack delivered by land and sea. Each ship landed her companies of men, with field equipment, and under cover of the guns of the fleet, a landing was effected. The landing parties were safely taken ashore and everything ready, the flagship fired a signal gun and the attack commenced, the ships keeping up a fire on the positions. All men entered with keen interest into the attack, and the assaults were delivered with dash and rapidly on three positions simultaneously after which the men re-embarked. Friday was spent in towing target practice, and to-day, just forenoon the fleet, led by the Flag-ships *Glory* and *Ocean*, entered harbour in two lines and went to their appointed bays. It is believed they again go to sea on Saturday next.

THE WIDOWS AND ORPHANS' PENSION FUND.

In their report on the Widows and Orphans' Fund for 1904, the directors state that the amount to the credit of the fund on the 31st December last was \$196,535.75, including \$10,383.31 for interest, as per statement appended. The average monthly contributions amount now to about \$2,300. On the 31st December, 1903, the number of contributors on the books was 435, and on the 31st December, 1904, 449, of whom 169 are bachelors, 269 are married men, and 11 are widows. During the year, 68 officers joined the fund, 54 left, and 6 died. The total number of children on the books is 369. There are in the list 27 pensioners, whose pensions aggregate \$3,238.83 per annum. Of the 54 who left, 43 resigned Government service, and 11 were dismissed.

SHIPPING JETSAW.

Captain Hamer of the German s.s. *Hohstien* reports:—"On a voyage from Soerabaya to Hongkong the vessel struck in Macassar Strait in 5° 26' South and 118° 56' East of Greenwich an uncharted coral rock. The Light of Dayan Dayang in bears E. by N. magnetic, distance 16 miles off."

The Glasgow Herald Shipbuilding and Engineering Annual for the past year gives some very interesting information regarding the progress of Colonial shipbuilding in various parts of the British Empire. Speaking of Canada that journal says that progressive as that country is there are more hopes of shipbuilding in other and more outlying portions of the Empire. "In the report of the Hongkong and Whampoa Dock Company, for instance, there may be noticed a large steamer. This vessel is the largest yet built at the port and a few years ago the Company would have hesitated very much before attempting such a contract. But now they can take such orders and can compete with other builders in any part of the world, in spite of the fact that all materials have to be imported. The vessel referred to is the *Kin Ling*, which is of 3,700 tons register and 1,600 I. H. P.

SHIPPING AND MAILS.

MAILS DUE.

French (*Oceanien*) 21st inst.

Indian (*Catherine Apcar*) 21st inst.

American (*Manchuria*) 25th inst.

Indian (*Namang*) 1st prox.

Canadian (*Albion*) 2nd prox.

The s.s. *Louther Castle* left Manila this morning (18th inst.)

The M. M. Co's s.s. *Oceanien*, with the next French Mail, was to leave Saigon to-day at 3 p.m. for this port.

The O. S. S. Co. & C. M. S. N. Co's s.s. *Alva* left Shanghai yesterday, and may be expected here on 19th inst.

TELEGRAMS

[Reuter's]

Parliament.

LONDON, 16th February.

Mr. Asquith's amendment on the fiscal question has been introduced, but the debate is lifeless. A division is expected to-night.

The Third Baltic Squadron.

The Third Baltic Squadron has left Libau. Later.

Naval Disaster.

An explosion has occurred on board a British submarine at Queensdown. A sub-lieutenant and three others were killed, and fourteen injured.

[Cablenews.]

Mukden to be abandoned.

San Francisco, 14th February.

Kuropatkin is preparing to abandon Mukden. The first temporary stopping place will be Telin and from there the retreat will continue by easy stages until the army reaches Harbin. The demoralization of the troops in Manchuria and the doubt and uncertainty that prevails in St. Petersburg with reference to augmenting the present army, has rendered further offensive operations on the part of Kuropatkin's force impossible, and the policy of keeping out of the way will be pursued until such time as the commanding general shall feel able to cope with the forces of Oyama.

The railroad will be destroyed as the Russian forces abandon the province, but owing to the solidly frozen earth it will be practically impossible to render the grade useless to the Japanese, and the line now in the hands of Oyama will be rapidly extended over whatever territory may be abandoned by or won from the Russians.

Extensive barracks have been established along the entire line between Mukden and Harbin and everything is complete in anticipation of the escape from the victorious Japanese. There is general rejoicing in Mukden over the preparation of the Russians to abandon the ancient city and the inhabitants will gladly welcome the advent of the Japanese.

ST. ANDREW'S, KOWLOON.

At the Kowloon Institute last evening a meeting was held to discuss the affairs of the new church, and to consider means for securing fittings, etc.

His Worship, the Bishop of Victoria, who had convened the meeting presided, and there were also present the Revs. F. T. Johnson, J. H. France, F. Icely, and Messrs. E. Osborne, A. Pryer, E. C. Wilks, E. C. Lewis, and others, among whom were several ladies interested.

After the plans of the church had been handed round, the Bishop said that the meeting was called to talk about matters connected with the new church. As they already knew, Sir Paul Chater had made a present of this church to the Colony, and the church was now in process of erection, and there was every reason to hope that on St. Andrew's Day they would be able to consecrate St. Andrew's Church. A deed of trust had, among other things, to be drawn up, and the idea was to invest it with the Cathedral Church itself, with a vestry at Kowloon, by whom the affairs of the church would be governed, the deed of trust being so held as to prevent it from being alienated at any time for any other purpose. To have a vestry they must have a congregation, and the speaker hoped soon to have both. The trust deed, when drawn up, would be made part of the consecration service, and held by the Bishop of the Colony. Then there was the question of the Chaplain, and for this the Cathedral Body had arranged to contribute for three years the sum of \$2,000 as part of the Chaplain's stipend, he also working for the Cathedral when required, until the Kowloon church could run alone when his connection with the Cathedral would be severed, and he hoped that that would be before the three years were up. Then there was the question of the internal furnishings and lighting, and these required planning and subscription. His idea was to form a small representative committee for this work, and there were no doubt several persons, like himself, who would wish to give some of the furnishings to the Church. Details could not of course be decided at a meeting like this; they must be left to such a committee, to which ladies should be invited to join that they might aid by their handiwork.

The Rev. Icely said that so long as a Naval Chaplain was connected with the Church the Naval Communion Plate could be used, and he asked the committee to keep this in mind as he would not be in the Colony himself. The Rev. F. T. Johnson then proposed that the committee be formed, consisting of His Lordship, the Bishop of Victoria, Rev. C. Gordon Vaudin, Rev. F. T. Johnson, and Messrs. A. Bryer, J. C. Lowe, J. P. Plummer, E. C. Wilks, E. Osborne, E. C. Lewis, W. King, and Dr. J. H. Swan.

After discussion it was decided to add the names of Messrs. W. C. Jack and J. Welsh, which was carried.

This concluded the business of the meeting.

VOLUMINOUS official correspondence has been published at Calcutta on the subject of fixing a standard time for India and Burma. The initial letter from the Government of India last July invited the opinions of local bodies upon two proposals, which the Government of India is prepared to accept, namely: (1) For an Indian standard time for use upon all Indian railways and telegraphs in India, nine minutes in advance of Madras time; and (2) for Burma, a standard time for similar use in Burma, five minutes in advance of Rangoon time. The two proposed times are respectively exactly 5½ hours, and 6½ hours ahead of Greenwich time.

TURN TOPICS.

18th February.

All this morning's gallops were over the grass course which was far from being fast. The jockeys were of opinion that it was positively slow.

Cumming rehearsed every one of the Kings, Scottish, with him in the saddle, opening the ball. All the Kings carried a light blanket on their backs girthed with a light belly band.

The times were:—

Scottish King,	Umbrian King,
1½ mile.	1 mile.
40	36
40	36
38	35 4/5
36	31 3/5
31 2/5	219 2/5

Saxon King,	Tuscan King,
1 mile.	1 mile.
32	36
35	35
33	35
34	33 2/5
216	219 2/5

Ca Canby (Johnstone),	Highland Chief (Clarke),
1 mile.	1 mile.
36	37 4/5
35½	38 1/5
34½	36 1/5
32	31 3/5
218	213 4/5

R. O. S. B. (Johnstone),	Sport Royal (Clarke),
1 mile.	1 mile.
39½	36½
36	35½
36	35½
33½	38½
225	301

Pulka (Gresson), (1st);	The Professor (Abel),
Border Raider (Johnstone) (2nd),	1 mile.
1½ mile.	32
35	32 1/5
35 7/5	104 1/5
37	
34 3/5	
32	
254	

Somali (Hayes),	Blackbird (Vida),
1½ mile.	1 mile.
33	31
34	33
35 2/5	33
37	34
35 3/5	212½
255	

Times for Patrimony, Forward, and Wee MacGregor missed.

A sad accident befell our popular and extremely good natured jockey, Mr. Clarke. He took out Highland Fling to gallop with Wee MacGregor. On going up the Straight the vicious pony bolted. All Mr. Clarke's skill in horsemanship could not control him, and the pony went full gallop right round the wrong course making a straight dash up the bridge and back to his stall which is in the last of the stables at the farthest end of the enclosure. All the while, Mr. Clarke was firmly seated in the saddle, but as the pony rushed into the stable, he was knocked against the wall and thrown off, unconscious, to the ground. No doubt, he had lost his wind. Mr. Macdonald (Highland Fling's owner) rushed up to where Clarke was lying and by means of ice restored him to consciousness. A Naval doctor was at once telephoned for from the Naval Hospital, who with commendable promptitude answered the call with stretcher and bearers, in the person of two "Handymen." Mr. Clarke was then removed to the Naval Hospital.

Highland Fling is a fidgety sort of animal, often exhibiting symptoms of nervousness on the course, when he is given to the nasty and dangerous knack of "swerving" on what might seem to be like a pivot, if the expression be allowed. When he is led out he should be avoided.

To-morrow's final gallops will be intensely interesting. The first lot of ponies will be going out at six, and later at ten in the forenoon we shall see the last lot before the races on Tuesday.

EARLY BIRD.

From inquiries made later in the forenoon as to Mr. Clarke's condition, we were courteously informed by the hospital authorities that the accident was, fortunately, not of a serious character. Mr. Clarke sustained only slight concussion, and no bones were broken.

Later.

Just before going to press we made further inquiries and ascertained that Mr. Clarke was still confined to hospital where he is doing as well as can be expected.

PRETTY WEDDING AT THE UNION CHURCH.

A very pretty wedding was solemnised at the Union Church this morning, the contracting parties being Mr. Alan Stevenson, the popular assistant manager of the Dairy Farm, and Miss Mabel Clarke, a charming young Hampshire lady, who only arrived in the Colony yesterday direct from home. Over a hundred invitations to be present had been sent out, and the majority being accepted, there was a very good attendance both at the church and at the reception subsequently held at the Hongkong Hotel. Rev. C. H. Hickling officiated at the ceremony, and Mr. J. E. Walker acted as best man. The happy pair left in the afternoon amid showers of blessings and good wishes for Macao, where the honeymoon is to be spent.

GOING HOME.

RELIEF FOR DESERVING CASES.

The case of the two unfortunate young men, Messrs. Woodington and Rae, who were brought out from Home to take up appointments, under contract, on the Manila-Dagupan Railway, Philippines Islands, and who were dealt with under the Philippines Alien Immigration laws, with the result that they had to spend a long time in the local House of Detention, is too new in the minds of our readers to need any recapitulation as to details. It will suffice for us now to say that our representations of their case, so deserving as it is, has borne good fruit, and we are pleased to be able to announce that passages have been secured for these unfortunate men, by the Government on the s.s. *Ajase*, sailing on Monday next for England. The men are of course destitute, and a few sympathisers have kindly promised donations, in their behalf, in order that they may have a little money in hand on arrival in the home country. The case has been of so deserving a nature that it has appealed to the Government, which has done all, and more, than could have been expected of it, and it is sincerely hoped the assistance and relief now afforded will enable the men to re-secure their old positions in England.

THE CRIMINAL SESSIONS.

The Chief Justice (Sir Henry S. Berkeley) took his seat at ten o'clock this morning, and opened the business of the February Sessions.

THE HOLLYWOOD ROAD FIRE.

LIFE SENTENCES.

Chang Chung and Tang Hop were charged with arson, by setting fire to a dwelling house, persons being therein, at 168 Hollywood Road, on the 12th January.

Prisoners both pleaded not guilty. The following were sworn jurors:—Messrs. W. S. Brown, (foreman), E. O. Wilks, E. Thomas, E. Smith, Philip Plage, J. McCosqudale and F. Kiene.

The Hon. Attorney-General (Mr. E. H. Sharp, K.C.) in outlining the case, said there were a number of people sleeping at the time in the house in question some of whom unfortunately died as the result of the fire which the accused were charged with igniting. The prisoners were the cook and coolie employed on the ground floor where the fire broke out. Shortly after two o'clock in the morning of the 12th January, a Chinese police sergeant on duty was passing the house in a chair when he saw the first prisoner standing outside the house looking into the shop and calling "Fire" at the top of his voice. The sergeant got out of the chair and looked into the shop, but could see no sign of fire. The sergeant arrested him, and also the second man, who then ran out of the shop. Immediately afterwards fire suddenly broke out and spread with terrible rapidity, there being now a very strong smell of kerosene coming from the shop. The sergeant said to the first prisoner "This is your doing," to which he replied "I could not help it, my master ordered me to do it." He afterwards said his master had gone to Canton. These premises, Counsel said, were an absolute death-trap. It seemed that the houses in Hollywood Road, and Equare Street, stood back to back, but the level of Square Street was very much above the level of Hollywood Road, and the only means of escape from three stories of the houses in Square Street was through the houses in Hollywood Road. The reason for the crime was the usual reason—to defraud the insurance company, the premises having only recently been insured for \$1,500, and it was in evidence that an attempt was made to insure it for more.

A number of witnesses were called, all of whom spoke to perceiving a very strong smell of kerosene coming from the building. The fire spread with remarkable rapidity. When the prisoners were taken to the police station, they denied all knowledge of the fire.

A police constable who assisted in extinguishing the fire spoke to finding inside the shop kerosene tins, and a broken lamp, and a fire extinguisher in the centre of the room.

Inspector Gourlay was called and spoke to the recovery of a number of bodies.

Prisoners both alleged that they were asleep at the time. The first one said he was awakened by the smell of fire, and the second by the first prisoner calling out "Fire."

His Lordship, in summing up, said that in deliberately setting fire to a house wherein people were sleeping, was the most heinous offence with which any man could be charged. The consequences of the fire in this case had been terrible in the extreme, ten persons having been burned to death. One man had only time to snatch up his infant son, run on to the third floor, and with the assistance of others, broke down a partition, and got into the next house. This man was apparently unable to save his wife and two daughters, whose dead bodies were subsequently found on the ground floor, having fallen through from the room they occupied above. His Lordship pointed out that the shop was heavily insured, and yet on examination after the fire, not a vestige of stock or furniture could be found.

The jury after retiring to consider their verdict found both prisoners guilty.

His Lordship, in passing sentence, said: You have been found guilty on the clearest possible evidence of the atrocious crime of setting fire to a house in which you knew people were sleeping regardless of the consequences that might ensue, and merely for the purpose of getting some few dollars from your master. The result of your wicked deed has been that no less than ten persons, men, women and children lost their lives on that night. Were you to pay the penalty with your own lives, in my opinion the punishment would not be too severe. I have not the power to pass sentence of death upon you for this offence, but however the law allows me to give you a very terrible punishment, and I propose to do so. You are sentenced to imprisonment with hard labour for the term of your natural lives.

SINGAPORE DOCKS.

In connection with the taking over of the Tanjong Pagar Dock Company's undertaking by the Colony, there is one supremely important point, remarks the *Free Press*, that has not yet been touched upon. In what position will the new Directing Board or Trust stand as compared with the Tanjong Pagar Board of Directors as regards supplies of material and machinery? We trust that the management will be in a perfectly independent position. Consider for a moment what it would mean if that supremely contemptible business anachronism, the Crown Agents, were to put forward pretensions to handle the supplies of materials for the new Board. The very idea is a nightmare. We do not want any more red flannel petticoats instead of sarongs, which was what, for the Medical Department, the Crown Agents' intelligence was once equal to perpetrating. It is some comfort to know that the local Government has gone far to make such a *dehete* impossible by declaring that it will place the business management entirely in the hands of the selected Board, and will only exercise control in matters of policy, that is to say, we take it, where due recognition has to be given to necessities, Imperial or naval, arising out of political relations, and thus outside the mere working of the Port as a commercial maritime facility. Seeing that the great programme of dock building and wharves reconstruction will be outside the purview of the Colonial Public Works Department, and will be carried out entirely by the engineering staff and contractors of the Harbour Board, we do not well see that the Crown Agents can invent any pretext for intruding. They may rest content with their erection of a monument to their own extravagance and incapacity in the form of the Singapore-Kranji Railway, and with the consciousness of having worked mischief enough to make their name a local by-word for a generation.

COMMERCIAL.

WEEKLY SHARE REPORT.

Messrs. Benjamin, Kelly & Potts write in their report of 17th inst.:

The market during the week under review has remained quiet, principally owing to the continued tightness of money, but rates on the whole have ruled fairly steady.

The Green Island Cement Company, Ltd., has advertised its sixteenth ordinary annual meeting of shareholders for the 25th February. The transfer books will be closed from the 24th inst. to the 6th prox. both days inclusive.

Banks.—Hongkong & Shanghai Banks have been in demand and have changed hands at \$275, closing with further inquiries. In London, the quotation has risen to £77.10/-, Nationals have been sold at \$36.

Marine Insurances.—Cantons have found buyers at \$60 and \$267½ and close in further request at the latter rate. China Traders have been done at \$58, \$58½ and \$59. Unions can be placed at \$57½. Yangtzes and North Chinas are quiet at quotations.

Fire Insurances.—Hongkong Fires have further appreciated in value and are now required for at \$115. China Fires have been bought at \$93 and more shares are wanted.

Shipping.—Hongkong, Canton and Macao Steamships have improved and are in demand after sales at \$26, the dividend of \$1 paid on the 15th inst. Indo-China's have been negotiated at \$125 and \$26, closing steady. There are buyers of Hongkong Steamships at \$33½ while China and Manilas remain without change at \$13. Star Ferries are quoted at \$38 and \$29 for the old and new shares respectively.

Refineries.—China Sugars have been booked at \$126 and \$225 and are required for at the latter rate. There is no alteration in other stocks in this section.

Mining.—Chinese Engineering are in demand at \$15, 7.60 after changing hands at \$13. 7.50. Rafts have been booked at \$3½.

Docks, Wharfs and Godowns.—Hongkong and Whampoa Docks continue in request at \$210. Franchises were sold at declining rates down to \$15, 145 but have since recovered and now close in demand at \$15. 150. Kowloon Wharfs have inquiries at \$102½ for the old, and at \$100 for the new issue. Hongkong Wharfs are still inquired for at \$15. 140.

Lands, Hotels and Buildings.—Hongkong Lands have been disposed of at \$130. Shanghai Lands are reported sold at \$115 ex the final dividend and bonus of altogether \$15. 5 paid yesterday. Hongkong Hotels continue in request at \$141. Humphreys Estate have been dealt in at \$11.60; the closing quotation is \$12.

Cotton Mills.—Sales of Hongkong Cottons have taken place at \$14.

Cigars and Tobacco Factories.—Owing to the announcement of a final dividend of \$15. 6 per share, Sumatras have jumped to \$15. 75 and are wanted at the rate.

Miscellaneous.—Green Island Cements have been purchased at \$19 and close with further buyers. Hongkong Ices have sellers at \$242 ex the final dividend of \$13 paid on the 14th inst. China Provisions have been done at \$8½ and \$8½. Electrics (old issue) have improved to \$15½ and Steam Laundry (new) can be placed at \$4½. Steam Water-boats have been fixed at \$19. Central Stores (new issue) are asked for at \$7; Shanghai Gas shares have advanced and can be placed at \$11. 110. The Company will pay a final dividend of \$15. 5, making \$15. 8½ per share for the past year. Langkats have declared a first interim dividend of \$15. 7½ per share account 1905, payable (probably) on 15th March. Shares have weakened to \$15. 25½ at which rate, however, there are buyers.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—
On the 18th at 11.40 a.m. The barometer has risen in Japan and fallen throughout China, and to a less extent in Formosa and over the neighbouring portion of the Pacific.
The depression in the north has passed into the Pacific still moving towards the ENE.
Gradients are moderate on both the east and south coasts of China and moderate to fresh NE monsoon will prevail in the Formosa Channel and in the northern part of the China Sea.
Forecast:—Fresh E. to NE. winds, overcast, fair.

To-day's Advertisements.

BOXING! BOXING!

CITY HALL.

WEDNESDAY, 22nd February, 1905.

MAIN EVENT OF 20 ROUNDS, Between MCG VY, Champion Middle-weight of the P. I., and CHRISTIE, Hongkong.

10 ROUNDS CONTEST, Between ROBERTS, R.W.K., and CONNOR, R.W.K., for Welter-weight Championship of Regiment.

6 ROUNDS CONTEST, Between KING, R.W.K., and KIRBY, R.W.K., and other preliminaries.

Doors Open at 8 P.M., Commence at 9 P.M.
Tickets: Prices \$5, \$3, \$1 and \$0.50 to be had at Dallys and Wards and principal Hotels.
Hongkong, 18th February, 1905. [265]

PUBLIC AUCTION.

THE Undersigned have received instructions from The Honourable the Director of Public Works, to sell by PUBLIC AUCTION, ON

FRIDAY,

the 24th February, 1905, at 11 A.M., at the Government Stores, Wanchai, A QUANTITY OF OBSOLETE AND CONDEMNED STORES.

TERMS:—As usual.
HUGHES & HOUGH, Government Auctioneers.
Hongkong, 18th February, 1905. [268]

E. R. QUEEN'S COLLEGE.

EASTER TERM begins FRIDAY, 24th February, at 9 A.M.
Full information is given in Notices posted outside the College main door.
Hongkong, 18th February, 1905. [267]

NOTICE.

WHEREAS persons have been maliciously stating that TUNG KEE and WING KEE (or CHICO) carrying on Business at Nos. 66, 68 and 70, Des Vaux Road, are insolvent with heavy liabilities: This is to give notice that these rumours are entirely false and that a REWARD will be paid to anyone giving information procuring the conviction of the persons spreading such rumours.

WING KEE & Co.

Hongkong, 18th February, 1905. [266]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "LOONGSANG,"

Captain G. S. Weigall, will be despatched as above on FRIDAY, the 24th instant, at 4 P.M. This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to J. R. DINE, MANHESON & Co., General Managers.
Hongkong, 18th February, 1905. [269]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "MALACCA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 18th February, 1905. [2]

EXCURSION TO MACAO. THE Splendid Steamer.

"YING KING."

Captain Page will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. *Perseus*'s wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00.
Return " " \$3.00, " " \$5.00.
Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & Co., Ltd.

S. A. NORONHA, Macao Agent.

Hongkong, 2nd September, 1904. [16]

To-day's Advertisement.

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the half year ending 31st December, 1904, at the rate of One Pound and Ten Shillings together with a Bonus of One Pound Sterling per Share of \$125, is payable on and after MONDAY, the 20th day of February current, at the Offices of the Corporation where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 18th February, 1905. [270]

Intimations.

YOU WANT PROVISIONS AND WINES IN 1905.

GET YOUR SUPPLIES FROM

R. Perez & Co.

(SUCCESSORS TO

A. CHAZALON & Co.

AND

G. GIRAULT

6, QUEEN'S ROAD CENTRAL,

Opposite Connaught Hotel.

Who are Suppliers of High Class

Wines, Spirits and Provisions,
French Bakers,
Navy Contractors,
and
Commission Agents.

BRANCHES:

HONGKONG, SHANGHAI, HANKOW.

Hongkong, 7th January, 1905. [31]



THE POPULAR SCOTCH

IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to

H.M. THE KING
and
H.R.H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PINGSUEY"	3rd March.
GLASGOW and LIVERPOOL	"ANTENOR"	5th March.
GLASGOW and LIVERPOOL	"ULYSSES"	7th March.
GLASGOW and LIVERPOOL	"PYRRHUS"	10th March.
GLASGOW and LIVERPOOL	"ALCINOUS"	13th March.
GLASGOW and LIVERPOOL	"ALCINOUS"	18th March.
GLASGOW and LIVERPOOL	"OANFA"	21st March.
GLASGOW and LIVERPOOL	"KAISOW"	24th March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	28th March.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"AJAX"	20th February.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	28th February.
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	14th March.
* GENOA, MARSEILLES & L'POOL	"PATROCLOS"	20th March.
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	28th March.
AMSTERDAM, LONDON & ANTWERP	"MACHAON"	11th April.
* GENOA, MARSEILLES & L'POOL	"ALCINOUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"KAISOW"	25th April.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"PINGSUEY"	6th March.
all PACIFIC COAST PORTS, via		
NAGASAKI, KOBE and YOKOHAMA	"OANFA"	24th March.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th February, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"BUNOKIANG"	20th February.
SHANGHAI	"WONGTUNG"	21st "
NINGPO and SHANGHAI	"BZCHUAN"	21st "
MANILA	"FEAN"	21st "
SHANGHAI	"SHAOHSING"	22nd "
SHANGHAI	"HANGHONG"	22nd "
SHANGHAI	"PAOTING"	23rd "
CEBU and ILOILO	"HANGSHA"	23rd "
SHANGHAI	"KAITONG"	23rd "
TIENTSIN	"KALANG"	24th "
SWATOW, AMOY, CHEFOO & TIENTSIN	"KANAU"	25th "
PORT DARWIN, THURSDAY ISLAND,	"OHEILI"	28th "
COOKTOWN, CAIRNS, TOWNSVILLE,		
BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	13th March.

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

M.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th February, 1905.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 25th Feb., at 10 A.M.
ZAFIRO	2540	A. Fraser	"	SATURDAY, 4th March, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 18th February, 1905.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK VIA SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship	Tons	Captain	For	Sailing Dates
"ARAGONIA"	5,198	Schuldt	March 5th, 1905.	
"NICOMEDIA"	4,370	Wagner	March 31st, "	
"NUMANTIA"	4,370	Brehmer	April 24th, "	
"ARABIA"	4,483	Bahle	May 11th, "	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Schuldt	March 5th, 1905.
"NICOMEDIA"	4,370	Wagner	March 31st, "
"NUMANTIA"	4,370	Brehmer	April 24th, "
"ARABIA"	4,483	Bahle	May 11th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.
SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
Hongkong, 1st October, 1904.

NOTICE.

BOO CHEONG, of No. 20, Pottinger
Street, has always on hand
FIRST-CLASS WRITING AND PRINTING
PAPERS, AND STATIONERY
of every variety.
Hongkong, 24th November, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW" 1,300 Tons. J. P. MARTIN.
"KWONG TUNG" 1,238 Tons. H. W. WALKER.
Leave Hongkong for Canton at 9 every
evening (Saturday excepted).

Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey \$4.
Meals \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. I. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M., and returning from Canton every
following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.
2nd 1.50
Meals 1.00 each.

The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON S.S. Co., LD.,
No. 216, Wing Lok Street.

WENDT & Co.,
Canton Agents.

Hongkong, 24th June, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M., and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES.—Week Days, 1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
30 cents; Return, 50 cents; 4th Class, 20 cents.

TIFFIN and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning-passengers only, at an extra charge
of \$2.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"SATSUMA".....20th Feb., 1905.
"RICHMOND CASTLE" 4th March, "
"SAINT FILLANS".....17th "

For Freight and further information, apply
to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 9th February, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland Ports,
and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain Ellis, will be despatched for the above
Ports, on WEDNESDAY, the 8th proximo, at
Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A duly qualified Surgeon and Stewardess are
carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 16th February, 1905.

Shipping—Steamers.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PURNEA."

Captain Pearson, will be despatched as above,
TO-MORROW, the 19th instant, at Daylight.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 18th February, 1905.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"LAISANG."

Captain P. M. B. Lake, will be despatched as
above, on TUESDAY, the 21st inst., at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 13th February, 1905.

COMPAGNIE DES MESSAGERIES
MARITIMES.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"OCEANEN."

Captain Oliver, will be despatched for the
above Ports, on or about the 21st instant.
For Freight or Passage, apply to
L. BRIDOU,
Acting Agent.

Hongkong, 15th February, 1905.

Consignees.

FROM ROTTERDAM, ANTWERP,
PENANG AND SINGAPORE.

THE H. A. L. Steamship

"ITHAKA."

Captain Eckhorn, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.
Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 23rd February will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 23rd February, at 3 P.M.
No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 16th February, 1905.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNEA."

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 12 o'clock Noon, the 18th instant,
will be landed at Consignees' risk and expense
into Godowns at East Point.

No Fire Insurance will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 17th February, 1905.

NORDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE."

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 11 A.M.,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 22nd instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on WEDNESDAY, the 22nd instant,
at 9.30 A.M.

All Claims must reach us before the 27th
instant, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 16th February, 1905.

"DEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI,"
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery may
be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 18th instant will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 23rd
instant, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 17th instant, at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 13th February, 1905.

Estimations.

LEVY HERMANO.

DIAMOND MERCHANTS, JEW-
ELERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

QUEEN'S ROAD,
Watson's Building.

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS AND VIEWS
speciality.

Hongkong, and September, 1904.

THE HONGKONG
STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS, and ENLAR-
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.

M. H. C. LAUN, D.D.S.,
37, DES VŒUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1904.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 17th February, 1905. per 5 Mas.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa 20
" Corned—Ham Ngau Yuk 20
" Roast—Shiu " 20
" Breast—Ngau Lam 15
" Soup, Tong Yuk 16
" Steak—Ngau Yuk Pa 20
" " Serjoin—Ngau Lam 26
" Sausages—Ngau Yuk Chung 26
" Bullock's Brains— " Know per set
" Tongue fresh—Ngau Li each
" " Corned—Ham Ngau Li 45
" Head—Ngau Tau 55
" Heart—Ngau Sum 9
" Hump, Salt—Ngau Kin 13
" Feet—Ngau Kerk each
" Kidneys—Ngau Yiu 16
" Tail—Ngau Mei 16
" Liver—Ngau Con 9
" Tripe (un-dressed)—Ngau To 5
" Calves' Head and Feet—Ngau-chai-
tau-keok set
" Mutton Chop—Yeung Pai Kwat 75
" Leg—Yeung Pei 25
" Shoulder—Yeung Shau 22
" Pigs' Chittlings—Chi cheong 16
" Brains—Chi Kerk per set
" Feet—Chi Kerk 12
" Fry—Chi Chak 12
" Head—Chi Tau 15
" Heart—Chi Sum 8
" Kidneys—Chi Yiu pair
" Liver—Chi Kiu 7
" Pork, Chop—Ghi Pai Kwat 24
" " Corned—Ham Chu Yuk 24
" Leg—Chu Pei 24
" Fat or Lard—Chu Yau 17

Intimations.

ESPECIAL OLD TOM GIN.
Marshall and
Oliver's

Satinette

DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—
THE MUTUAL STORES,
Dei Vieux Road.

Hongkong, 11th May, 1904.

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FURNITURE WAREHOUSE.

LI KWONG LOONG,
李廣隆

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE

No. 45, DES VUEX ROAD, CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH CLASS FURNITURE
of every description can be made to
order in any design required.

Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ld., Joint Telegraphs Co., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satisfac-
tion."

(Sd.) A. S. WATSON & Co. Ltd.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December 1904.

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Shipping.

ARRIVALS.

Jacob Diederichsen, Ger. s.s., 623, B. Ohlsen,
17th Feb.,—Peking 14th Feb., and 17th
Feb.,—J. & Co.
Nanshan, Br. s.s., 1,299, E. F. Stovell, 17th
Feb.,—Saigon 12th Feb., Rice and Meal.
—B. & Co.
Ulv, Nor. s.s., 885, J. Pedersen, 17th Feb.,—
Manila, P.I. 14th Feb., Ballast—Agard
Thoresen & Co.
Teau, Br. s.s., 1,346, A. Somerville, 18th Feb.,
—Manila 15th Feb., Gen.—B. & S.
Hainan, Br. s.s., 635, A. J. Robson, 18th Feb.,
—Swatow 17th Feb., Gen.—D. L. & Co.
Glenegle, Br. s.s., 2,399, W. T. Larkins, 18th
Feb.,—Singapore and Rangoon 12th Feb.,
Gen.—Seang Tak Hong & Co.
Carl Menzell, Ger. s.s., 984, G. Cornand, 18th
Feb.,—Chefoo 13th Feb., Gen.—E. A. T.
Co.
E-Sang, Br. s.s., 1,127, W. F. Richard, 18th
Feb.,—Swatow 17th Feb., Ballast—J. M.
& Co.
Ocean, H.M.S. battleship, 12,950, T. G. Greet,
18th Feb.,—from Mira Bay.
Centurion, H.M.S. battleship, 10,500, F. F.
Fegan, M.O., 18th Feb.,—from Mira Bay.
Glory, Br. battleship, 13,000, Hon. W. G.
Stanford, 18th Feb.,—from Mira Bay.
Hogue, Br. cruiser, 12,000, Shortland, 18th
Feb.,—from Mira Bay.
Settle, Br. cruiser, 12,000, Wm. L. Grant, 18th
Feb.,—from Mira Bay.
Andromeda, Br. cruiser, 11,000, R. N. Om-
manney, 18th Feb.,—from Mira Bay.
Vengeance, Br. battleship, 11,950, Leslie Stuart,
18th Feb.,—from Mira Bay.
Iphigenia, Br. cruiser, 3,600, Fawcner, 18th
Feb.,—from Mira Bay.
Astrac, Br. cruiser, 4,360, Lionel G. Tufnell,
18th Feb.,—from Mira Bay.
Algerine, Br. sloop, 1,050, R. Nugent, 18th
Feb.,—from Mira Bay.
Rambler, Br. surveying-vestel, 835, Monro,
18th Feb.,—from Mira Bay.
Vega, Swed. s.s., 1,681, C. F. Benson, 18th
Feb.,—Labuan 9th Feb., Coal—Order.
Bjornstjern Bjornsen, Nor. s.s., 736, C. Olsen,
18th Feb.,—Poncho 16th Feb., Gen.—O.
S. R.
Woodford, Br. s.s., 1,850, Jas. Seddon, 18th
Feb.,—Cardiff 25th Dec., Coal—D. & Co.
Ld.
Glenfalloch, Br. s.s., 1,434, R. S. Pentney, 18th
Feb.,—Penang and Singapore 17th Feb.,
Gen.—Chinese.
Devawongse, Ger. s.s., 1,057, G. Rcken, 18th
Feb.,—Bangkok 10th Feb., Rice and Teak-
wood—M. & Co.
Cheong Chew, Br. s.s., 1,233, J. Harrison, 18th
Feb.,—Penang and Singapore 10th Feb.,
Gen.—Chinese.
Loongang, Br. s.s., 1,092, G. S. Weigall, 18th
Feb.,—Manila 15th Feb., Gen.—J. M. &
Co.

Old Fancies at the Harbour Office.

Bjornstjern Bjornsen, for Swatow.
Hobbs, for Moji.
Paul Bau, for Canton.
Volute, for Balikpapan.
Hongkong, for West River.
Taitan, for Shanghai.
Hainan, for Swatow.
Ping On, for Sha-u-tung.
Hanoi, for Haiphong.
Germania, for Saigon.
Hydus, for Moji.
Kwonglung, for Canton.
Kwonglung, for Swatow.
Wo Ping, for West River.
Yingling, for Canton.
Protea, for Kobe.
Shun Lee, for West River.
Arrival, for Singapore.
Linhon, for Vuchow.
Haining, for Sha-u-tung.
Germanious, for Singapore.

DEPARTURES.

Feb. 18.

Zafro, for Manila.
Aparado, for Haiphong.
Taitan, to Shanghai.
Achilles, for Shanghai.
Hanoi, for Haiphong.

Glenegle, for Samarang.
Andromeda, for Bangkok.
Hydus, for Tacoma.
Taitan, for Sha-u-tung.
Emma, for Samarang.
Lynx, for Chinkiang.
Arrival, for Bangkok.
Arrival, for Calcutta.

Per Glenegle, from Singapore, &c.—100 Chi-
nese.

Per Hainan, from Swatow—Messrs. F. Ben-
ington and D. Millard.

Per Teau, from Manila—Sisters Ephiz-
Sozen and L. Schloesser, Capt. C. E. Batcock,
Mr. C. K. Edmunds, Mr. and Mrs. Harmon-
Love, Misses Harmon-Love, Master W.
Harmon-Love, and Harmon's Circus troupe.

Per Glenfalloch, from Singapore—285 Chi-
nese.

Per Loongang, from Manila—Messrs. A. F.
Ferreira, J. de Miranda, Mendez, Jose A. Au-
gusto, Alfredo Augusto, M. De Matos, Y. Pedro
Dias, A. J. Fernandez, J. Lopez, Augusto Cesar,
J. Antonio de Nasimeno, E. de Sza, A. M. de
Valle, Y. A. de Arango, E. Marques, M. T. Pin-
tado and Francis Y. dos Santos.

Passengers departed.

Per China, for San Francisco—Mr. A. Mac-
killop, Mrs. Kate Heese and child, Mr. and
Mrs. Andrew Campbell, Mr. C. A. Graham,
Mr. and Mrs. H. C. Theobald and infant Mrs.
Clair Keow, Mr. W. F. Hackman, Mrs. M. H.
Heardley, Mr. J. A. Deacon, Capt. and Mrs.
F. J. Mackenzie-Greive, Miss Mackenzie-
Greive, Miss Mackenzie-Greive, Mrs. S. E.
Hopkins, Messrs. Man Cheong and E. A.
Katch. For Shanghai—Messrs. M. Oka and
native servant, F. H. Bell, T. Ward and native
servant, Sin Chong Heni Meire, T. Ogura
and native servant, R. Shibuya, Mrs. A. De-
vedo and native servant, Messrs. J. Orange
and Olaf Christiansen.

Shipping Report.

Str. Teau from Manila—Fierh breeze, clear
and fine, heavy N.E. sea.

Str. Hainan from Swatow—Strong mon-
soons, moderate sea, fine weather.

Str. Nanshan from Saigon—Strong monsoon
and high head sea throughout, with occasional
heavy rain.

Str. Glenegle from Rangoon—Strong N.E.
to E.N.E. wind, and high sea throughout pas-
sage, heavy rain squalls, hazy, fine weather
later.

Vessels in Port.

STRANERS.

Amara, Br. s.s., 1,400, J. C. Matlock, 13th Feb.,
—Java 2nd Feb., Sugar—J. M. & Co.

Arratoon, Apner, Br. s.s., 2,931, E. Fey, 9th
Feb.,—Calcutta via Penang and Singapore
3rd Feb., Gen.—D. & Co. Ld.

Auchenarden, Br. s.s., 2,251, Crowder, 14th
Feb.,—Koratsu 8th Feb., Coal—M. B. K.

Borneo, Ger. s.s., 1,344, E. Mable, 8th Feb.,
—Sandakan 2nd Feb., Timber and Gen.—M.
& Co.

Cebu, Am. s.s., 647, A. Yuchusapari, 1st Feb.,
—Manila 27th Jan., Gen.—Order.

Chowling, Ger. s.s., 1,115, H. Tector, 15th Feb.,
—Java 4th Feb., Sugar—B. & S.

Clara, Japan, Ger. s.s., 1,100, F. Bendixen,
4th Feb.,—Wuhu and Chinkiang 31st Feb.,
Rice and Ground-nuts—J. & Co.

Costante, Ital. s.s., 1,671, G. Solari, 13th Feb.,
—Cardiff via Singapore 17th Dec., Coal—
Order.

Egremont Castle, Br. s.s., 1,834, I. Moodie,
10th Feb.,—Cardiff 17th Dec., Coal—B. &
Co.

Empress of Japan, Br. s.s., 3,039, Henry
Pybus, R.N.R., 15th Feb.,—Vancouver 23rd
Jan., and Shanghai 12th Feb., Mails and
Gen.—C. P. R. Co.

Germanicus, Ger. s.s., 7,575, H. Dehmann, 8th
Feb.,—Moji 1st Feb., Gen.—D. & Co. Ld.

Haitan, Br. s.s., 1,183, J. S. Roach, 17th Feb.,
—Poncho 14th Feb., Amoy 15th, and
Swatow 16th, Gen.—D. L. & Co.

Hobbs, Ger. s.s., 1,275, H. Hamer, 18th
Jan.,—Sourabaya 7th Jan., Sugar—L. W.
& Co.

Hongkong, Fr. s.s., 742, A. Suzoni, 13th Feb.,
—Haiphong via Hoivoh 12th Feb., Rice
and Pigs—A. H. M.

Hopstang, Br. s.s., 1,559, Jas. M. Hay, 17th
Feb.,—Moji 12th Feb., Coal—J. M. & Co.

Ikalal, Br. s.s., 3,490, Robertson, 10th Feb.,
—Durban 17th Feb., Ballast—G. L. & Co.

Indravelli, Br. s.s., 3,215, S. Collington, 28th
Nov.,—Shanghai 24th Nov., Ballast—J.
M. & Co.

Ithaka, Ger. s.s., 1,450, H. Eckhorn, 16th Feb.,
—Hamburg 15th Dec., Gen.—H. A. L.

Kafong, Br. s.s., 1,024, E. Finlayson, 27th Jan.,
—Hoivoh 23rd Jan., Gen.—B. & S.

Katharine Park, Br. s.s., 3,075, W. H. Cnpp,
12th Jan.,—Sasebo (Japan) 8th Jan., Light-
—G. L. & Co.

Laisang, Br. s.s., 3,460, P. M. B. Lake, 14th
Feb.,—Calcutta 28th Jan., Penang and
Singapore 8th Feb., Gen.—J. M. & Co.

Machew, Ger. s.s., 989, Harjes, 10th Feb.,
—Bangkok 3rd Feb., Rice and Teakwood—
M. & Co.

M. Struve, Ger. s.s., 656, P. Brandt, 15th Feb.,
—Tamaui 12th Feb., Amoy 13th, and
Swatow 14th, Gen.—O. S. K.

Pollux, Nor. s.s., 760, C. Svendsen, 4th Feb.,
—Sourabaya 24th Jan., Sugar—Order.

Purnea, Br. s.s., 3,395, J. B. Pearson, R.N.R.,
17th Feb.,—Rangoon and Singapore 19th
Feb., Gen.—J. M. & Co.

Raon, Nor. s.s., 320, N. Miller, 16th Feb.,
—Hongay 11th Feb., Ballast—Order.

Seaward, U.S. transport, 350, Croxkey, 28th
Dec.—Manila 24th Dec.

Shunkiang, Br. s.s., 1,021, Pennes-Berth, 15th
Feb.,—Hoivoh 11th Feb., Gen.—B. & S.

SAILING VESSELS.

Forrest Hall, Br. ship, 1,991, P. A. Logan, 14th
Jan.,—New York 7th Aug., 1904, Petroleum.
—S. O. Co.

King George, Br. ship, 2,057, J. White, 11th
Feb.,—Philadelphia, U.S.A. 6th Sept., 1904.
—S. O. Co.

Manuel Liguna, Br. ship, 1,646, D. C. Nickels,
11th Feb.,—Chefoo 14th Feb., Ballast—
Order.

Ships Passed The Canal.

Outward—1st February—Ophax, Florida,
Hampstead, 4th February—Antenor, Trieste,
Ulysses, Benmore, Fido Manila, Rai Dagel,
Blanchuch, Mora, Hylgia, Ingridhron, 7th
February—Prins Regent, Luitpold, Brattberg,
Frankfurt, Glesnek, Sagami, 10th February
—Pyrrhus, Machaon, Congal, Tourane, Room,
Cilurnum, 15th February—Gisela, Moysine,
Monmouthshire, Betra, Riolut, Walth 17th
February—Alchous, Ceylon, Haffhairs,
C. Fard Lailu, Oansa, Indra.

Homeward—1st February—Helene Barotte,
Richmers, 4th February—Shimosa 7th Feb-
ruary—Socotra, 10th February—Kinkuck, 17th
February—Australia, Palawan.

Arrivals at Home—1st February—Diomed,
Sagovia, 4th February—Albanga, Sardinia,
7th February—Indrawadi, Manila, Calcutta,
10th February—Sengambia, Knight Candia,
of St. George, St. Hugo, 15th February—
Dandia, Ningchow.

Steamers Expected.

Vessels	From	Agents	Date
Ajax	Singapore	B. & S.	Feb. 19
Buccatur	Shanghai	N. Y. K.	Feb. 19
Oceanic	Saigon	M. M.	Feb. 21
C. Apcar	Singapore	D. S. & Co.	Feb. 21
Tijp-nas	Maccassar	C. J. J. L.	Feb. 24
Manchuria	Japan	P. M. Co.	Feb. 25
Namsang	Singapore	J. M. & Co.	Mar. 1
Tijlajap	Kuchinotsu	C. J. J. L.	Mar. 1
Athenian	Vancouver	C. P. R. Co.	Mar. 2
Aragonia	Portland	P. & A. Co.	Mar. 3

Hongkong & Whampoa Dock Returns.

Vessels	From	Agents	Date
Diu	at Kowloon Dock		
Katharine Parke			
H.M.S. Moorhen			
H.M.S. Otter			
H.M.S. Otter			
Oscar II			
Kaifong			
Kansu			
Cebu			
Triton			
Tsingtau			
Germanicus			
Esang			
Machew			

Post Office.

Mail will close for—

Macao—Per Wingchui, 19th Feb., 8 A.M.
Nantao—Per Taichun, 19th Feb., 9 A.M.
Sanbu—Per Hoi Fu, 19th Feb., 9 A.M.
Canton—Per Fathun, 19th Feb., 9 A.M.
Kongmoon, Kunchuck and Kaukong—Per
Hongkong, 19th Feb., 9 A.M.
Kobe—Per Uiz, 19th Feb., 9 A.M.
Swatow, Amoy and Foochow—Per Hainan,
19th Feb., 9 A.M.
Canton—Per Fathun, 20th Feb., 7:30 A.M.
Macao—Per Wingchui, 20th Feb., 7:30 A.M.
Foochow—Per Fathun, 20th Feb., 9 A.M.
Macao—Per Hongkong, 20th Feb., 1:15 P.M.
Cebu and Iloilo—Per Sunghang, 20th Feb.
3 P.M.
Yokohama—Per Ithaka, 20th Feb., 4 P.M.
Kongmoon, Kunchuck, Shihung and Takliang
—Per Lianan, 20th Feb., 4 P.M.
Ningpo and Shanghai—Per Seachun, 20th
Feb., 5 P.M.
Amoy, Straits and Rangoon—Per Purnea,
20th Feb., 5 P.M.
Shanghai—Per Wooning, 20th Feb., 5 P.M.
Hoivoh and Pakhoi—Per Jacob Diderichsen,
20th Feb., 5 P.M.
Canton—Per Hainan, 20th Feb., 5 P.M.
Nantao—Per Taichun, 20th Feb., 5 P.M.
Sanbu—Per Hoi Fu, 20th Feb., 5 P.M.
Kongmoon, Kunchuck and Kaukong—Per
Tab Hing, 20th Feb., 5 P.M.
Canton—Per Fathun, 21st Feb., 7:30 A.M.
Haiphong—Per Hongkong, 21st Feb., 9 A.M.
Swatow, Amoy and Foochow—Per Hainan,
21st Feb., 9 A.M.
Singapore, Penang and Calcutta—Per La-
sang, 21st Feb., 10 A.M.
Polynesia, 21st Feb., 11 A.M.
Manila—Per Teau, 21st Feb., 3 P.M.
Canton—Per Purnea, 21st Feb., 5 P.M.
Canton—Per Hainan, 22nd Feb., 7:30 A.M.
Shanghai—Per Hongkong, 22nd Feb., 3 P.M.
Shanghai—Per Hongkong, 22nd Feb., 3 P.M.
Canton—Per Hainan, 22nd Feb., 5 P.M.
Kufat and Sandakan—Per Borneo, 23rd
Feb., 8 A.M.
Cebu and Iloilo—Per Kaifong, 23rd Feb.,
3 P.M.
Shanghai—Per Paoing, 23rd Feb., 3 P.M.
Kobe—Per Changhai, 23rd Feb., 3 P.M.
Canton—Per Purnea, 23rd Feb., 5 P.M.
Tientsin—Per Hongkong, 24th Feb., 7:30 A.M.
Manila—Per Loongang, 24th Feb., 2 P.M.
Canton—Per Fathun, 24th Feb., 5 P.M.
Canton—Per Purnea, 25th Feb., 3:30 A.M.
Manila—Per Rabi, 25th Feb., 9 A.M.
Singapore and Sourabaya—Per Amara, 25th
Feb., 10 A.M.
Europe, &c., India, via Tuticorin—Per
Chusan, 25th Feb., 11 A.M.
Tientsin—Per Kowloon, 25th Feb., 3 P.M.
Canton—Per Hainan, 26th Feb., 9 A.M.
Chefoo and Tientsin—Per Chihli, 28th Feb.,
3 P.M.
Europe, &c., India, via Tuticorin—Per
Sichuan, 1st Mar., 11 A.M.
Shanghai, Moji, Kobe and Yokohama—Per
Tijp-nas, 1st Mar., 11 A.M.
Batavia, Samarang, Sourabaya and Macassar
—Per Tijlajap, 2nd Mar., 11 A.M.
Shanghai, Nagaaki, Kobe, Yokohama,
Victoria and Vancouver, H.C.—Per Empress
of Japan, 8th Mar., 11 A.M.
Port Darwin, Thursday Island, Cooktown,
Calcutta, Townsville, Brisbane, Sydney, Hobart,
Launceston, New Zealand, Melbourne, Adelaide
and Perth—Per Chinkiang, 13th Mar., 3 P.M.

TO-MORROW.

Septuagesima Sunday Feb. 19.

St. Peter's Seamen's Church.

Queen's Road, West.

Morning Prayer 11 a.m., Venite, Wesley Te

Daum, Russell; Jubilate, Barnby; Hymns, 4,

370, 395 and 219; Kyrie.

Holy Communion 12.15 p.m.

Evening Prayer 6.30 p.m., Magnificat, Goss;

Nunc Dimittis, Croft; Deus, Hymns, 206, 273,

395 and 257.

The Church League Daylight will call on

ships carrying white crews to bring friends

ashore to the services between 9.15 and 10.30

a.m., and between 5.15 and 6 p.m., (Kowloon

Police Pier, 10.30 and 6 p.m.) returning after-

wards. The Answering Pennant is the Call

flag. All the sittings are free and unappro-

riated. Visitors welcome. Books, &c. provided.

Sunday school 10 to 10.45 a.m.

Roman Catholic Cathedral—Mass at 6 a.m.,

7 a.m., 8 a.m., and 9.30 a.m. Benediction,

5.30 p.m.

German Bethesda Chapel, West Point—

Morning Service, 11 a.m.

St. Francis' Church, Wanchai—Mass (Chin.)

6 a.m. (Port.), 7.30 a.m. Benediction,

1 p.m.

St. Joseph's Church, Garden Road—Morning

Service (English), 9 a.m.

St. Anthony's Chapel, West Point—Mass

8 a.m.

Union Church—Services, 11 a.m., and 6 p.m.

Feb. 19 at Feb. 17 at

10 a.m. 10 a.m.

30.27 30.17

Temperature 57 58

Humidity 81 72

Rainfall.

VISITORS AT THE HOTELS.

HONGKONG.

Abel, P. C.
Babcock, C. E.
Bassett, Mr. and Mrs.
M.
Bertrand, A.
Bremner, D. E.
Bingham, Mr. & Mrs.
T. E. and child
Birbeck, R. J.
Bissell, W. S.
Blair, D. K.
Boggan, Mr. and Mrs.
and infant
Bonner, E. A.
Borthwick, Mr. R. W.
and child
Brown, M. S.
Broughall, L.
Cadele, Miss L.
Campbell, Mr. and Mrs.
Parfur, W.
Capp, Miss E. M.
Clark, Dr. Francis
Clark, W. G.
Cobb, Hy. N.
Cook, Dr. G. B.
Cooley, E. W.
Cunningham, G.
Davies, F. O.
Davies, Mrs. J. T.
Deacon, F. B.
Deag, G.
Douglas, Capt. & Mrs. J.
Downing, J. P.
Downing, Mr. and Mrs.
T. C.
Dwyer, Mrs. N.
Dyke, H. W. van
Edwards, G. H.
Ehrman, Mr. and Mrs.
A.
Emerson, A.
Fisher, H. G.
Forster, Dr. A. F.
Fox, P. F. E.
Fuller, Dr. W.
Galeway, F. P.
Glover, T. C.
Graham, F.
Grant, A. W.
Gray, H. C.
Gulling, Miss M.
Hall, Capt. J.
Hanson, J.
Harding, R.
Hardy, Mrs. C. S.
Hays, V. B.
Hoffenbach, L.
Hogyan, Dr. B. B.
Hurst, R. M., Engineer.
Capt.
Hutton, Mr. and Mrs.
M. H.
Innes, Capt. R.
Icely, Rev. F.

Mails.

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIEN."

Captain Broc. will be despatched for
MARSEILLES on TUESDAY, the 21st
February, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. CALEDONNIEN..... 7th March.
S.S. OCEANIE..... 21st March.
S.S. TOURANE..... 4th April.

L. BRIDOU,
Acting Agent.

Hongkong, 8th February, 1905.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"
Captain H. W. Kenrick, R.N.R., carrying H. S.
Majesty's Mails, will be despatched from this
for HONGKONG, on SATURDAY, the 25th
February, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *Algonquin*, 9,500 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Hongkong by the R.M.S. *Arabia*,
due in London on the 8th April, 1905.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th February, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.

Pleides 3,753 F.G. Purington Ab. Mar. 15

Shawmut 9,606 E. V. Roberts " 24

Lyra 4,417 G. V. Williams " 24

Hyades 3,753 Geo. Wright " 24

Cargo only.

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.

Shawmut 9,606 E. V. Roberts Ab. Mar. 14

Tremont 9,606 T. W. Garlick " April 14

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fans in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 17th February, 1905.

NOTICE OF REMOVAL.

A FOOK & Co.,

SHIP AND HOUSE COMPRADORES,

have this day

REMOVED

TO

No. 12, POTTINGER STREET,
(opposite their old establishment).

Hongkong, 24th November, 1904.

For Sale.

FOR SALE OR TO LET,
AT THE PEAK.

Nos. 2 AND 3, GOUGH HILL.

AN ELEVEN-ROOMED HOUSE with
Dressing, Drying and Bath-rooms; partly
furnished; distant thirteen minutes by chair
from the Tram; fitted with superior baths and
with hot and cold water; large Kitchen;
Laundry and Servants' Quarters. Can be used
as one dwelling or divided into two.
For Particulars and Terms, apply to—
SHEWAN, TOMES & Co.
Hongkong, 30th December, 1904. [197]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
PRICE \$10.50 per case of 48 bottles (quart)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [157]

FOR SALE.

INCANDE-
SCENT
Gasoline
Lamps of all
descriptions
from the best
makers.

Incandescent
Lamps, Chimneys,
Globes, Shades,
&c., for
Gasoline and
Gas Lamps at
the most
moderate
prices.

Lamps fixed
up for Buyers
free of charge.

Naphtha of
the best kind
kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.
Hongkong, 16th November, 1904. [154]

To Let.

TO LET.

NO. 1, RIFON TERRACE.

A HOUSE in WONG NEI CHONG ROAD,
FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 18th February, 1905. [69]

TO LET.

GODOWN No. 3, New Praya, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 21st November, 1904. [71]

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [70]

TO LET.

WILD DELL BUILDINGS, No. 147,
WAN CHAI ROAD. Comfortable and
airy flats of 2 or 3 rooms, from \$25 inclusive
of Taxes.

And others to suit various requirements.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [72]

TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8
and 10 to 15, GAP ROAD, facing Race
Course, within reach of the Electric Cars,
thoroughly cleaned and colour-washed, in flats
or whole.

Apply to—

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [73]

TO LET.

GODOWNS Nos. 100 and 101, Praya East,
with Water Frontage.

Apply to—

"VICTORIA BUILDINGS,"

Hongkong, 28th December, 1904. [197]

TO LET.

SIX FIRST-CLASS EUROPEAN
HOUSES in Observatory Road, Tsai
Tsoi, Kowloon. Each with five spacious
well-ventilated living rooms, two bath rooms,
kitchen, garden, tennis courts, servants' quar-
ters, water, gas, electric lights and bells.
Moderate Rental. Possession on or about
1st April, 1905.

Apply to—

ARRATOON V. APCAR & Co.,
45, Wyndham Street.

Hongkong, 6th January, 1905. [104]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$7,000,000 \$150,000 }	\$1,494,554	{ Div. of £1.10/- @ exchange 1/9 15/16 } \$16.41 for first half-year 1904	{ \$725 buyers London 277 }
National Bank of China, Limited	99,925	£7	£7	{ \$175,533 \$191,973 }	\$21,668	\$2 (London 3/6) for 1903	\$36 sales
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 \$1,739 }	\$150,494	\$17 for 1903	\$267 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$151,992 \$352,366 \$371,445 }	Nil.	\$4 for year ended 30.4.1904	\$59 sales
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 800,000 \$1,850,000 \$20,000 \$172,749 \$393,116 \$846,773 }	Tls. 217,119	Final of 10/- making £1 for 1903	Tls. 95 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,000,000 \$125,675 \$5,561 }	\$2,078,997	\$35 for 1903	\$697 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$700,000 \$37,794 \$1,000,000 }	\$486,284	\$12 for 1902	\$160
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$10	{ \$1,000,000 \$125,675 \$5,561 }	\$329,047	\$6 dividend & \$1 bonus for 1902	\$93 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,702,288 }	\$371,110	\$22 for 1902	\$245 buyers
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ none \$185,000 }	Dr. \$63,123	\$5 for 1900	\$23
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ none \$80,935 }	Nil.	\$3 for year ended 30.6.1903	\$33 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$250,000 \$600,000 \$158,444 }	\$25,160	\$1 for second half-year 1904	\$16 ex div. b.
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ £205,000 £100,000 }	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	\$26 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ none }	Tls. 55,541	Interim of Tls. 2 for 1904	Tls. 50 sales
Do. (Preference)	100,000	£1	£1	{ £400,000 £4,116 }	£58,852	Interim of 1/- (Coupon No. 5) for 1904	Tls. 48 buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	{ \$50,000 \$15,093 }	\$1,287	{ \$1.80 & b. 40 cts } { \$0.90 & b. 20 cts. } for year ending 30.4.04	\$38 \$29
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$400,000 \$21,075 \$18,000 Tls. 98,000 Tls. 201,614 }	\$33,648	\$5 for 2nd 1-year making \$13 for 1903	\$140 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	{ Tls. 98,000 Tls. 201,614 }	Tls. 865	Interim of Tls. 14 for 1904	Tls. 30 sellers
TAKU TUG AND LIGHTER COMPANY, LIMITED.							
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	{ Tls. 201,614 }	Tls. 865	Interim of Tls. 14 for 1904	Tls. 30 sellers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ none }	Dr. \$147,717	Interim of \$5 for 1904	\$225 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none }	Dr. \$75,005	\$3 for 1897	\$22 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 }	Tls. 1,035	Tls. 24 for year ending 30.9.04	Tls. 54 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £40,000 }	£7,820	No. 3 of 1/6	Tls. 7.60 buyers
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	{ none }	G \$67,109	50 cents making G \$1 for 1904	G \$184 sales
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £4,873 }	Dr. \$4,029	No. 12 of 1/- = 48 cents	\$34 buyers
SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN.							
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	\$490
DOCKS, WHARVES & GODOWNS.							
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	{ \$70,000 }	\$10,517	\$3.75 for 1903	\$45 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	{ \$50,000 }	\$28,015	Interim of \$4 for 1904	\$102 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$25,500 }	\$505,471	First year	\$100 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	{ \$50,000 }	.....	\$6 dividend and \$2 bonus for first half- year 1904	\$210 buyers
New Amoy Dock Company, Limited	6,000	\$50	\$50	{ \$55,500 }	\$489	\$10 div. & \$5 bonus for year end. 30/6/04	\$205 buyers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	{ \$150,000 }	\$40,936	\$14 for 1903	\$25 sellers
Do. (Preference)	2,750	\$100	\$100	{ \$150,000 }	\$40,936	{ \$10 div. and \$24 bonus } for 1903	\$190 buyers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	{ Tls. 900,000 }	Tls. 48,153	\$7 dividend	\$110
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 487,210 }	Tls. 22,895	\$5 interim for 1904/5	Tls. 150 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	{ \$2,100,000 }	\$43,732	Interim of Tls. 4 for 1904	\$124 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 6,000 }	Tls. 1,760	\$6 for first half year 1904	\$375 sales
LANDS, HOTELS & BUILDINGS.							
Astor House Hotel Company, Limited (Shanghai)	30,000	T.Tls. 50	T.Tls. 50	{ none }	\$9,089	\$6 for first half year 1904	\$124 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	{ Tls. 41,000 Tls. 100,000 }	Tls. 655	Interim of Tls. 4	\$110
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 \$11,824 \$20,000 }	\$11,668	\$5 for first half-year 1904	\$141 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000 }	\$37,875	Final of \$6 making \$12 for 1904	\$10 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	{ Tls. 13,680 }	Tls. 680	Tls. 0.87 for the year ending 31.3.1904	Tls. 191 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$50,000 }	\$11,958	90 cents for 1904	\$12
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none }	\$377	\$3 for 1904	\$37 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 828,813 Tls. 170,000 }	Tls. 40,766	{ Tls. 3 final and Tls. 2 bonus making } { Tls. 8 for 1904	Tls. 115 ex div.
TIENSIN HOTEL DES COLONIES, LIMITED.							
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	{ none }	Dr. Tls. 2,132	Interim of Tls. 3	Tls. 44 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	{ Tls. 54,626 }	Tls. 325	Interim of Tls. 3 for 1904	Tls. 125 sales
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	{ none }	Tls. 5,150	None	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none }	\$1,747	Final of \$1.70 making \$3.20 for 1904	\$57
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ none }	Tls. 11,655	Tls. 4 for year ended 31.10.1903	Tls. 23
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ none }	\$21,862	50 cents for the year ending 31.7.04	\$14 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 50,000 Tls. 35,727 }	Tls. 13,629	Interim of 3 % a/c 1898	Tls. 24 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none }	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares	Tls. 25
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 5,658 }	Tls. 26,389	4 % for 1897	Tls. 150
CIGARS AND TOBACCO COS.							
Alhambra, Limited	7,300	\$200	\$200	{ \$779 }	nil	\$125 for year ending 30.6.1900	\$100 buyers
Phillippe Company, Limited	17,500	\$10	\$10	{ \$110 }	.....	First year	\$91
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,091	Interim of Tls. 3	Tls. 75 buyers
MISCELLANEOUS.							
A. S. Watson & Co., Limited	90,000	\$10	\$10	{ \$250,000 \$25,000 }	\$2,883	Interim of 50 cents for 1904	\$124 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ none }	£161	6d. per share for 1903	\$31
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$5,500 }	\$596	\$3 for 1903	\$30 sellers
Central Stores, Limited	6,000	\$15	\$12	{ \$20,000 }	\$1,253	Interim of \$1.20 for 1904	\$21 sellers
Do. (Founders)	123	.....	.....	{ none }	.....	None	\$100
Do. (New Issue)	24,000	\$15	\$7 1/2	{ none }	Nil.	Preferential of 7 per cent. for 1904	\$7 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	{ none }	.....	60 cents for 1903	\$15 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 25,000 }	Tls. 1,942	Tls. 6 for 1903	Tls. 74 sales
China Light and Power Company, Limited	30,000	\$10	\$10	{ none }	\$3,739	None	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$8,000 }	\$1,581	80 cents for 1904	\$72 sales
Dany Farm Company, Limited	85,000	\$7 1/2	\$6	{ none }	.....	\$14 for year ending 31.7.1903	\$12 buyers
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	{ none }	Dr. Tls. 15,318	Tls. 5 for 1902	Tls. 10 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	{ \$112,500 }	\$2,706	\$5 div. and \$2 bonus for 1903	\$100
Green Island Cement Company, Limited	100,000	\$10	\$10	{ \$150,000 }	\$32,115	\$1.50 for 1903	\$29 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$180,000 }	\$13,104	Interim of \$1	\$22 sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	{ £23,109 £3,500 }	£7,625	£1 div. and 3/- bonus for 1903	\$160 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	{ none }	\$1,747	{ \$1.00 } for year ending 30.4.1904	\$113 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$50,000 }	\$2,795	{ 50 cents } for year ending 30.4.1904	\$94 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$60,000 }	\$5,316	\$15 for year ending 30.11.1904	\$265 sales
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	{ \$50,000 }	\$8,395	Final of \$13 making \$17 for 1904	\$24 ex div.
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$5,500 }	\$299	\$10 for 1903	\$155
Katz Brothers, Limited	10,000	\$100	\$100	{ \$375,000 }	.....	Final of 70 cts. and 50 cts. bonus making } \$1.50 for the year ended 30.9.04	\$19 sales
Lace, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	{ \$31,584 }	.....	\$13 for 1903	\$135 buyers
Maatschappij tot Mijn. Bosch en Landbouw plaatende in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 528,210 Tls. 19,465 }	Tls. 35,849	Interim of \$5	\$140 buyers
Maynard and Company, Limited	3,400	\$10	\$10	{ none }	\$803	4th quarterly of Tls. 5, paid 15.12.04 making in all Tls. 35 for 1904	Tls. 265 buyers
S. Moutrie & Company, Limited	4,000	\$50	\$50	{ \$1,000 }	\$832	\$2 for year ended 31.10.1903	\$27 buyers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	{ none }	Dr. \$5,537	Final of \$3 making \$5 for the year ending } { 30.6.04	\$55 sales
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 108,172 }	Tls. 75,518	None	\$50
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 }	Tls. 10,747	Interim of Tls. 3 for 1904	Tls. 120 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 10,000 }	Tls. 3,288	Tls. 5 for 1903	Tls. 88 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	{ Tls. 140,000 }	Tls. 7,369	Interim of Tls. 6 for 1904	Tls. 155 sales
Singapore Dispensary, Limited	600	\$50	\$50	{ \$60,000 }	.....	Interim of 15/- for 1904	Tls. 400 buyers
South China Morning Post, Limited	6,000	\$25	\$25	{ none }	Dr. \$39,020	\$5 for year ended 31.7.1903	\$85
Steam Laundry Company, Limited	5,000	\$5	\$5	{ none }	.....	None	\$22 buyers
Straits Ice Company, Limited	10,000	\$100	\$100	{ none }	\$3,044	60 cents for year ended 31.5.04	\$7
Straits Trading Company, Limited	250,000	\$10	\$10	{ \$45,000 }	.....	First-year	\$44 buyers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	{ none }	Tls. 413	\$7 for second half year 1903	\$160 sales
Tientsin Waterworks Co. company, Limited	2,000	T.Tls. 100	T.Tls. 100	{ Tls. 15,259 }	Tls. 667	\$1 div. and 35 cts. bonus for half year } ended 30.9.1904	\$42 sales
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4	{ \$20,000 }	\$180	Tls. 2 for half-year	T.Tls. 110
Do. (Founders)	100	\$10	\$10	{ \$20,000 }	\$180	Final of Tls. 4 making Tls. 8 for 1903/4	T.Tls. 130
Watkins, Limited	10,000	\$10	\$10	{ \$4,802 }	\$1,043	{ 90 cents } for year ending 31.5.1904	\$91 buyers
William Powell, Limited	12,000	\$10	\$10	{ \$3,000 }	\$588	Final of 70 cts. making \$1.20 for the } year ending 30.6.1904	\$102 buyers